

B. F. TAYLOR,
Sole Agent.
Lighters and Steam Launches
Supplied.
ILOILO, PHILIPPINE ISLANDS.

The Hongkong Telegraph.

ESTABLISHED 1861.

THE UNITED ASBESTOS
ORIENTAL AGENCY.
Sole Agents for the
UNITED ASBESTOS CO.,
LIMITED, LONDON.
DODWELL & CO., LIMITED,
General Managers.

NEW SERIES No. 1957. 日三初月九年七十二緒光

MONDAY, OCTOBER 14, 1901.

一拜禮 號四十月十英曆

THIRTY DOLLARS
PER ANNUM.

Banks.

THE YOKOHAMA SPECIE BANK, LIMITED.

ESTABLISHED 1880.
CAPITAL SUBSCRIBED Yen 24,000,000
CAPITAL PAID-UP " 18,000,000
CAPITAL UNCALLED " 6,000,000
RESERVE FUND " 8,510,000

Head Office: YOKOHAMA.

Branches and Agencies:
TOKYO, NAGASAKI, KANAGAWA,
YOKOHAMA, SHANGHAI, HANKOW,
TIENTSIN, PEKING, HONGKONG,
HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
per annum.

THE LONDON JOINT STOCK BANK, LD.
THE UNION BANK OF LONDON, LD.
HONGKONG BRANCH: INTEREST ALLOWED.
On Current Account at the rate of 2 per cent.
per annum on the Daily Balance.
On fixed deposits for 12 months at 5 per cent.
per annum.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.
INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE: LONDON.

CAPITAL PAID-UP: £800,000
RESERVE FUND: £800,000
INTEREST ALLOWED ON CURRENT
ACCOUNT at the rate of 2 per cent. per
annum on the Daily Balances.
On Fixed Deposits for 12 months, 4 per cent.
per annum.

IMPERIAL BANK OF CHINA.
ESTABLISHED BY IMPERIAL DECREE
OF THE 12TH NOVEMBER, 1896.

Shanghai Taels.
SUBSCRIBED CAPITAL: 5,000,000
PAID-UP CAPITAL: 2,500,000
Head Office: SHANGHAI.

Branches and Agencies:
CANTON, CHEFOO, CHINKIANG,
HANKOW, HONGKONG, SHANGHAI,
TIENTSIN.

THE Bank purchases and receives for collection
Bills of Exchange drawn on the above
places, and Sells Drafts and Telegraphic Transfers
Payable at its Branches and Agencies.

HONGKONG BRANCH.
Advances made on approved securities.
Bills discounted.
INTEREST ALLOWED ON DEPOSITS.
3 per cent. per annum Fixed Deposits for 3 months
4 per cent. " " " 6 months
5 per cent. " " " 12 months
E. W. RUTTER,
Manager.
Hongkong, 1st January, 1901.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL: \$10,000,000
RESERVE FUND: \$1,750,000
STERLING RESERVE: \$3,750,000
SILVER RESERVE: \$1,000,000
RESERVE LIABILITY OF PROPRIETORS: \$10,000,000

COURT OF DIRECTORS:
R. SHEWAN, Esq., Chairman.
Hon. J. J. BELL-IRVING, Deputy Chairman.
A. Haupt, Esq.
D. M. Moses, Esq.
N. A. Siebs, Esq.
A. J. Raymond, Esq.
H. W. Slade, Esq.
R. L. Richardson, Esq.
H. E. Tomkins, Esq.
H. Schubart, Esq.
Paul Witkowski, Esq.

CHIEF MANAGER:
HONGKONG: Sir Thomas Jackson.
SHANGHAI: Mr. M. BEVIS, Esq.
LONDON BANKERS: LONDON AND COUNTY
BANKING COMPANY, LIMITED.
HONGKONG: INTEREST ALLOWED:
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.
For 12 months, 4 per cent. per annum.
T. JACKSON,
Chief Manager.
Hongkong, 17th August, 1901.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 3 1/2 PER
CENT. per annum.
Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.
For the HONGKONG AND SHANGHAI
BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 4th October, 1901.

THE NATIONAL BANK OF CHINA, LIMITED.

Authorized Capital: £1,000,000
Paid up Capital: £344,374
HEAD OFFICE: HONGKONG.

Board of Directors:
Chan Kit Shan, Esq., C. Ewens, Esq.,
Chow Tung Shing, Esq., J. T. Lauts, Esq.,
Chief Manager,
GEO. W. F. PLAYFAIR.
Interest for 12 months Fixed: 5 %
Hongkong, 20th December, 1899.

THE DEUTSCH ASIATISCHE BANK.

PAID-UP CAPITAL: Sh. Tael 5,000,000
HEAD OFFICE: SHANGHAI.

BRANCHES:
Berlin, Calcutta, Hankow,
Tientsin, Tsingtau (Kiautschou).

LONDON BANKERS:
Messrs. N. M. Rothschild & Sons,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.
INTEREST allowed on Current Account.
DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
E. F. GROS,
Acting Manager.
Hongkong, 29th August, 1901.

Intimations.

BEEF TEA versus BOVRIL.

BEEF TEA.

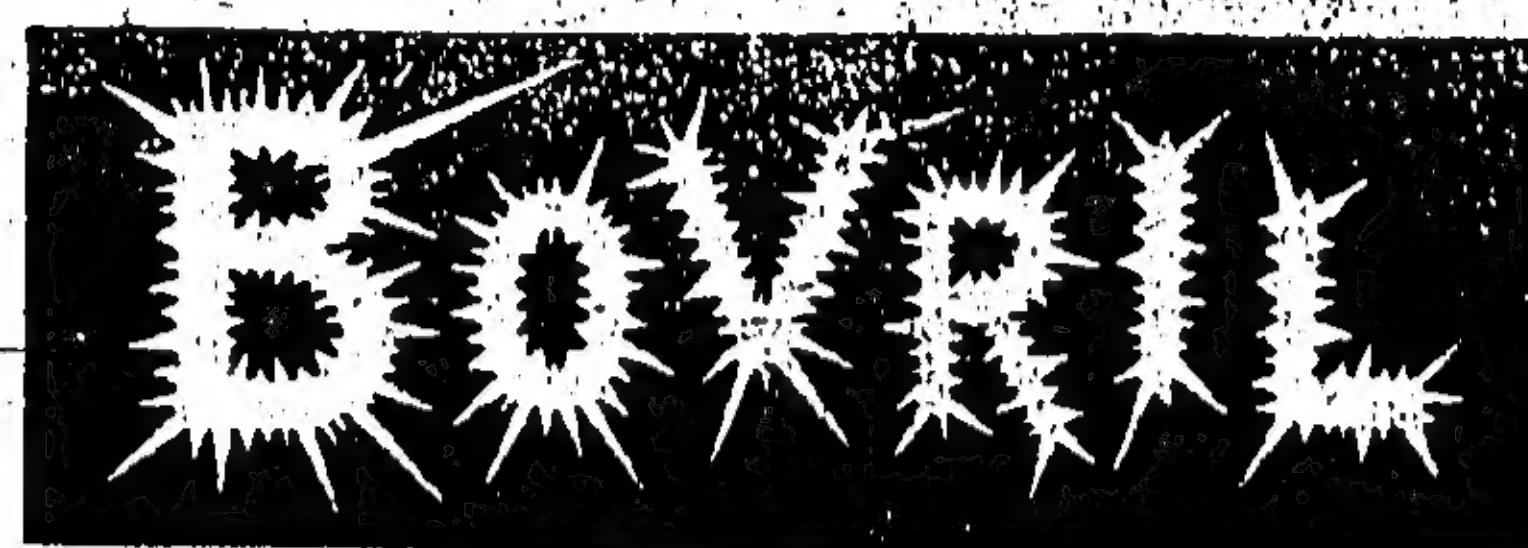
"Were it possible to furnish the market
at a reasonable price, with a preparation of
meat combining in itself the albuminous
together with the extractive principles, such
a preparation would have to be preferred
to *extractum carnis*, for it would contain all
the nutritive constituents of meat. I have
before stated that in preparing the Extract
of Meat the albuminous principles remain
in the residue; they are most nutritive, and
this is certainly a great disadvantage."

BARON LIEBIG.

Discoverer of Liebig's Extract, in
"The Lancet," Nov. 11, 1865.

BOVRIL.

Was invented to realise Baron von Liebig's
desire for a meat food that would contain
not only the stimulating properties of flesh
—as all Meat Extracts and Beef Teas do—
but also the nourishing properties of flesh,
which Meat Extracts and Beef Teas do not.
This has been accomplished by first taking
the extractive principles by the Liebig process
(which is akin to home-made beef tea)
and then adding albumen and fibrine, pro-
cured from the flesh of other oxen roasted
and finely ground to powder; the combina-
tion is Bovril.



UNITED ASBESTOS ORIENTAL AGENCY, LIMITED.

SOLE AGENTS IN
HONGKONG, CHINA, JAPAN, AND THE STRAITS SETTLEMENTS,
FOR THE
UNITED ASBESTOS CO., LD., LONDON,
CONTRACTORS TO H.M. GOVERNMENT.
Best Qualities of ASBESTOS GOODS and PACKINGS.
HYDRAULIC and SELF LUBRICATING PUMP PACKINGS, of all kinds.
"VICTOR" METALLIC BOILER JOINTS.
ASBESTOS SALAMANDER BOILER COVERING COMPOSITION of the best qualities.
ESTIMATES given for every DESCRIPTION of WORK.
CHIEF SUPERINTENDENT: THOMAS SKINNER.
SUPERINTENDENT: ARCHIBALD RITCHIE.
DODWELL & CO., LIMITED, General Managers.

JAPAN COALS.

THE MITSUI BUSSAN KAISHA (OR MITSUI & CO.)

HEAD OFFICE: 43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE: 34, LIME STREET, E.C.
HONGKONG OFFICE: 4, ICE HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy,
Shanghai, Hankow, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo,
Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonoseki, Moji, Wakamatsu,
Karatsu, Nagasaki, Kuchinotsu, Sasabe, Miike, Hakodate, Taipeh, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway
Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and
Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa, Yamano and Ida Coal Mines.
SOLE AGENTS for Fukuma, Hokoku, Ichimura, Kanada, Kishima, Mannoura, Onoura,
Otsuji, Tohmiyama, Tsubakuro, Yoshinohara, Yoshio, Yunkibara and other Coal Mines.
N. INUZUKA, Manager.
Hongkong, 1st August, 1901.

BASS'

LIGHT GRAVITY ALE,

—IN EXCELLENT CONDITION.

PER DOZEN PINTS \$2.25.

GUINNESS' STOUT,

BOAR'S HEAD BRAND.

PER GASK OF 8 DOZEN PINTS \$22.

H. PRICE & CO.,

12, QUEEN'S ROAD.

Hongkong, 9th October, 1901.

CHAMPAGNES.



PAUL DOMMIER GOLD MARQUE.
C. H. DARGONNE & CO.
IRROY & CO. CARTE D'OR EX SEC.
LANSON PERE ET FILS.
PIPER HEIDSTECK, GOLD FOIL.

GIESLER & CO.
KRUG & CO. PRIVATE CUVÉE.
BOLLINGER & CO. VERY DRY.
LOUIS ROEDERER GRAND VIN SEC.
POMMERY & GRENÓ.

SOLE AGENTS:
CALDBECK, MACGREGOR & Co.,
WINE AND SPIRIT MERCHANTS,
15, Queen's Road.

Hongkong, 10th October, 1901.

Mails.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS CAPTAINS TO SAIL REMARKS
LONDON: Canton, C. F. Lockstone, R.N.R. Noon, 19th Oct. Freight or Passage.
YOKOHAMA: Japan, C. C. Talbot, R.N.R. About 20th Oct. Freight or Passage.
LONDON, &c.: Bengal, A. L. Valentini, Noon, 26th Oct. Freight or Passage.
SHANGHAI: Pannamatta, R. T. Cook, R.N.R. About 26th Oct. Freight or Passage.

(See Special Advertisement.)
Via SHANGHAI and KOBE. (Passing through the Inland Sea)

PASSENGER SEASON 1902.
FOR MARSEILLES, PLYMOUTH AND LONDON.
DIRECT WITHOUT TRANSITMENT.
S.S. "ORIENTAL" 5,184 Tons 29th March.
S.S. "MALTA" 5,664 Tons 12th April.

For Further Particulars, apply to
H. A. RITCHIE, Superintendent.
Hongkong, 11th October, 1901.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA,
ANTWERP, BREMEN/HAMBURG.
PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS;
ALSO
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON,
AND SOUTH AMERICAN PORTS.

Steamers will call at SOUTHAMPTON to land Passengers and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the Principal Places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 16th October.
SACHSEN, Hamburg-Amerika Linie WEDNESDAY, 30th October.
KIAUSCHOU, Hamburg-Amerika Linie WEDNESDAY, 13th November.
BAVERN, Hamburg-Amerika Linie WEDNESDAY, 27th November.
STUTTGART, Hamburg-Amerika Linie WEDNESDAY, 11th December.
KONIG ALBERT, Hamburg-Amerika Linie WEDNESDAY, 25th December.
PRINZESS IRENE, Hamburg-Amerika Linie WEDNESDAY, 8th January, 1902.
PRINZ HEINRICH, Hamburg-Amerika Linie WEDNESDAY, 22nd January, 1902.
PREUSSEN, Hamburg-Amerika Linie WEDNESDAY, 5th February, 1902.
HAMBURG, Hamburg-Amerika Linie WEDNESDAY, 19th February, 1902.
SACHSEN, Hamburg-Amerika Linie WEDNESDAY, 5th March, 1902.

ON WEDNESDAY, the 16th day of October, 1901, at NOON, the Steamship "HAMBURG,"
of the HAMBURG-AMERIKA LINIE, Captain H. Magin, with MAILED PASSEN-
GERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.
Shipping Orders will be granted till NOON, on MONDAY, the 14th instant, Cargo and
Specie will be received on Board until 5 P.M., on TUESDAY, the 15th instant, and Parcels
will be received at the Agency's Office until NOON, on TUESDAY, the 15th instant.
Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50
and Parcels should not exceed Two Feet Cubic in Measurement.
The Steamer has splendid Accommodation and carries a Doctor and Stewardses.
Linen can be washed on board.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to
MELCHERS & CO.,
AGENTS.
Hongkong, 3rd October, 1901.

Hotels.

HONGKONG HOTEL.

Military Band during dinner on Saturday Nights.

HOTEL CRAIGIEBURN,

PLUNKET'S GAP, the PEAK, near the TEAM TERMINUS, Tel. 56.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900.

W. H. POTTS & Co.,

3, QUEEN'S BUILDINGS.
WINE, SPIRIT AND CIGAR
MERCHANTS.
DIRECT IMPORTERS:
ALHAMBRA CIGAR,
"KIRIN" BEER,
HARVEY'S OLD VINTAGES.

FOOTBALL SEASON.

THE "CERT" BOOT,
PATENTED.

WORN BY ALL THE
LEADING PLAYERS.

Football Boots.
ALL SIZES IN STOCK.

FROM \$5.50 PER PAIR.

LANE, CRAWFORD & Co.

OLD MATURED
JOHN WALKER WHISKEY,
FROM THE FAMOUS
KILMARNOCK DISTILLERY.
THE FAVOURITE WHISKY IN THE OLD COUNTRY.
ASK FOR IT!

Hongkong, 22nd July, 1901.

Fr. BLUNCK,

SILK LACE MANUFACTURER
AND EMBROIDERER.

17, QUEEN'S ROAD, HONGKONG.

MANUFACTURER
and RETAILER.

16th July, 1901.



Intimations.

**PYROLA,
PYROLA,
PYROLA.**

**PERFUME
OF
EXQUISITE
FRAGRANCE.**

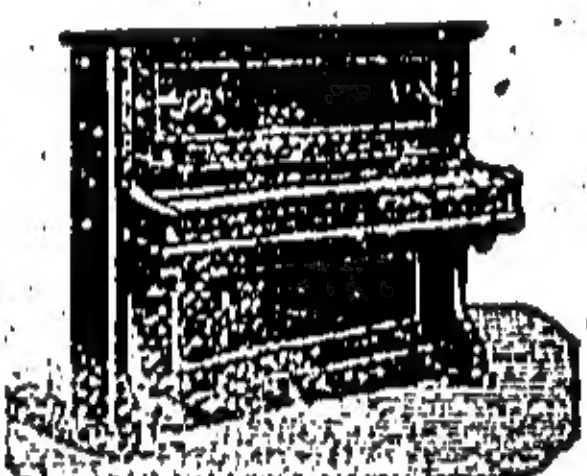
**WATKINS,
LIMITED.**

Chemists and Perfumers.

No. 66, Queen's Road Central.

Hongkong, 1st October, 1901. [714c]

**THE
ROBINSON
PIANO CO., LIMITED.**



**BEST VALUE IN
PIANOS.**

Monthly Payment System.

Hongkong, 19th August, 1901. [571c]

KELLY & WALSH, LD.

NEW BOOKS.

GAL'S GOSSIP, by A. M. Binstead. 2s. 2s.
MORE GAL'S GOSSIP, by A. M. Binstead. 2s. 2s.
HER ROYAL HIGHNESS WOMAN, by Max O'Rell. 2s. 2s.
FARWELL NIKOLA, by G. Boothby. 1s. 1s.
THE SNAKES OF THE WORLD, by H. Alder. 1s. 1s.
SMALL BOAT SAILING, by E. F. Knight. 3s. 3s.
MISS MARIE CORRELL, by K. Carr. 7s. 7s.

Hongkong, 14th October, 1901.

DRESSMAKING.

Having secured the services of a high-class London dressmaker, we beg to announce that this department will be open to receive orders on or before the 15th of November, 1901.

Style, cut, workmanship, and fit. Further particulars through this paper.

[595c]

WILLIAM POWELL, LIMITED.

A. CHEE & Co.

17A, Queen's Road, Central.
ESTABLISHED 1859.

**FURNITURE DEALERS:
IMPORTERS OF EUROPEAN GOODS OF ALL KINDS;**

* Silver Plated, Glass and China Wares, Iron Bedsteads and Mattresses; Cutlery and Dinner Services; Cooking Ranges and Kitchen Utensils, Aspidin's Enamels, &c., &c.*

Our store is situated between the Principal Banking Institutions and Hotels in Hongkong.

Hongkong, 25th July, 1901. [777c]

**THE
ROBINSON PIANO COMPANY, LIMITED.**

**BANJOS, MANDOLINES
AND GUITARS,**

AT

COST PRICE

TO CLEAR PRESENT STOCK.

Hongkong, 3rd October, 1901. [515c]

Today's
Advertisements.

PUBLIC AUCTION.

THE Undersigned have received instructions from the Executor of the late Mr. J. J. FRANCIS, K.C., to sell by
PUBLIC AUCTION,
on
SATURDAY, the 10th October, at 11 A.M., within the residence Magdalen Terrace, Magazine Gap,
THE WHOLE OF THE
HOUSEHOLD FURNITURE,
therein contained comprising—
RECHERCHE BLACKWOOD TABLES, STOOLS, and DRAWING-ROOM FURNITURE, PEKING CURTAINS, SILK GOODS, IVORIES, and 1 Pair MASSIVE SILVER LAMPS, 1 LAMP on old Dresden China Stand, 1 Pair READING LAMPS, on Blackwood Stands, TIENTSIN CARPET and RUGS (nearly new) PAINTINGS and ENGRAVINGS, COUCH, CHAIRS, &c. SIDEBOARD, DINING TABLE and CHAIRS, DINNER WAGON, Set of valuable GLASSWARE, DINNER and DESSERT SERVICES, BRUSSELS CARPET, Double and Single BRASS and IRON BEDSTEADS, MARINER WARDROBE with plate glass door, BOOKCASES and a large number of classical and other works, in English and German, MARBLE CLOCK, 1 Pair old DRESDEN CHINA VASES (hand-painted) &c. &c. PANTRY and KITCHEN requisites as Usual.

A large assortment of Palms and other PLANTS with pots and Stands and 1 BICYCLE (nearly new).

TERMS:—As Usual.
On View on Friday, 18th instant.
For further Particulars, apply to
HUGHES & HOUGH,
Auctioneers.

Hongkong, 15th October, 1901. [1118c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.
THE Company's Steamship

"MARQUIS BACQUEHEM,"
Captain Billafer, will leave for the above places, on SUNDAY, the 20th instant, at Daylight.

For Freight or Passage, apply to
SANDER, WIELER & Co.,
Agents.

Hongkong, 14th October, 1901. [1114c]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ANNAM,"
Captain Seller, will be despatched for the above Ports, on or about SUNDAY, the 20th instant.

For Freight or Passage, apply to
P. DE CHAMPORIN,
Acting Agent.

Hongkong, 14th October, 1901. [1001c]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSUI VIA SWATOW & AMOY.

THE Company's Steamship

"DAIGI MARU,"
Captain T. Kitano, will be despatched as above on SUNDAY, the 20th instant.

For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.

Hongkong, 14th October, 1901. [225c]

Today's
Advertisements.

**THEATRE ROYAL,
CITY HALL.**

A GREAT ATTRACTION.

Commencing THURSDAY, OCTOBER 17TH

THE WORLD'S GREATEST WONDER.

PROF. W. A. DAVIS'S

FANTASTICS.

The quaintest and most bewildering Entertainment in existence.

Prof. W. A. DAVIS, the celebrated Illusionist and Ventriiloquist, having recently returned from an extended tour of the Continent and Great Britain, will appear in MAGIC UP TO DATE as now being shown in LONDON, PARIS and NEW YORK.

A LATTER DAY SPIRIT SCARE.

HOW MODERN GHOSTS ARE PRODUCED.

VENTRILOQUISM AND MIMICRY.

THE FUNNIEST SHOW ON EARTH.

Mr. W. F. CULLEN, The Popular Vocalist.

Box Plan at ROBINSON PIANO CO.

Prices... .. \$3, \$2, \$1.

Hongkong, 14th October, 1901. [1116c]

PERSEVERANCE LODGE OF

HONGKONG, No. 1, 165.

A REGULAR MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on WEDNESDAY, the 16th instant, at 5 for 5.30 p.m. precisely.

Visiting Brethren are cordially invited to attend.

Hongkong, 14th October, 1901. [1117c]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship

"THALES,"
Captain Robson, will be despatched for the above Port, on THURSDAY, the 17th instant, at Daylight.

For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.

Hongkong, 14th October, 1901. [1112c]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 18th instant, at 4 P.M.

This Steamer has Superior Accommodation for First class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 14th October, 1901. [1113c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE,"
having arrived. Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all claims must be sent in to the Office of the Undersigned before Noon, on the 21st instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 21st instant, will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & Co.,
Agents.

Hongkong, 14th October, 1901. [1025c]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON AND STRAITS.

THE Steamship

"GLENSHIEL,"
having arrived from the above Port, Consignees of Cargo by her, are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 20th instant, will be subject to rent.

No Fire Insurance has been effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW.

Hongkong, 14th October, 1901. [1115c]

Intimations.

NEW VICTORIA HOTEL.

ROTISSERIE.
Maitre a la Carte.

CHOPS, STEAKS, etc., etc., at any time, between 7.30 a.m. and 11 p.m.

Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.

Hongkong, 2nd September, 1901. [5958c]

C. E. WARREN,

BUILDING CONTRACTOR,

WYNDHAM STREET (Opposite to the CLUB GERMANIA).

SANITARY APPLIANCES SUPPLIED AND FIXED. DRAINS, TRAPS, WASTE PIPES, &c., CLEANSED AND RE-PAIRED. Sanitary Board Notices receive prompt attention. Agent for MOSAIC TILES. Prices on Application. [558c]

HONG SING,

8, Beaconfield Arcade.

ENTIRELY NEW STOCK of the Newest Patterns in Cloths, Canvas, and Ducks. Complete Gentlemen's Outfitting.

Hongkong, 30th August, 1901. [5960c]

Intimations.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

\$5.50 per Cask of 57 1/2 lbs. Net ex Factory.

\$5.30 per Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 1st June, 1901. [10]

A. S. WATSON & Co.,

LIMITED.

WINE MERCHANTS.

ESTABLISHED A.D. 1841.

WATSON'S

CELEBRATED

E

BLEND.

VERY OLD LIQUEUR

SCOTCH

WHISKY.

Pronounced by Connoisseurs to be the BEST BRAND in the FAR EAST.

Per Dozen \$15.00

A. S. WATSON & CO. LIMITED.

THE HONGKONG DISPENSARY.

The Hongkong Telegraph

HONGKONG, MONDAY, OCTOBER 14, 1901.

NOTES AND COMMENTS.

The Public Works Commission.

In another column we publish a Commission given by His Excellency the Governor to certain gentlemen to enquire into the working of the Public Works Department. His Excellency's selection of the Unofficial members of the Commission is, we think, a good one. They are thoroughly sound business men who may be trusted to look well into affairs and see if the Public Works Department has been conducted upon sound business principles, without which even a Government Department, and especially one which spends largely, is bound to fail miserably in its object. We wonder, however, that no professional man, with the exception of Colonel Brown, is included. Surely it would have been better to have had one of our leading local architects on the Commission, for, as at present constituted, save for the above exception, it savours strongly of a committee of laymen trying an Admiral for his misconduct of a naval battle. We mean no disrespect to the gentlemen appointed, for they, being business men, will recognise the force of our argument.

We shall await with interest the publication of the report of the Commission and trust that it will result in our greatest spending department being established upon proper lines, so that its duties may be carried out conscientiously and well, and that we may have no more revelations of a like nature to those made during the recent Cochrane Street Enquiry. Hongkong pays well for its public works and so ought to be well served. At one time our roads and buildings were considered a credit to any Far Eastern settlement, but that state of affairs ended some time ago and visitors to the Colony now wonder if we have any Public Works Department at all.

REUTER'S TELEGRAMS.

THE GOVERNMENT AND THE WAR.

LONDON, October 11th.

Sir Michael Hicks-Beach, speaking at Oldham, said that the financial means supplied by Parliament for the conduct of

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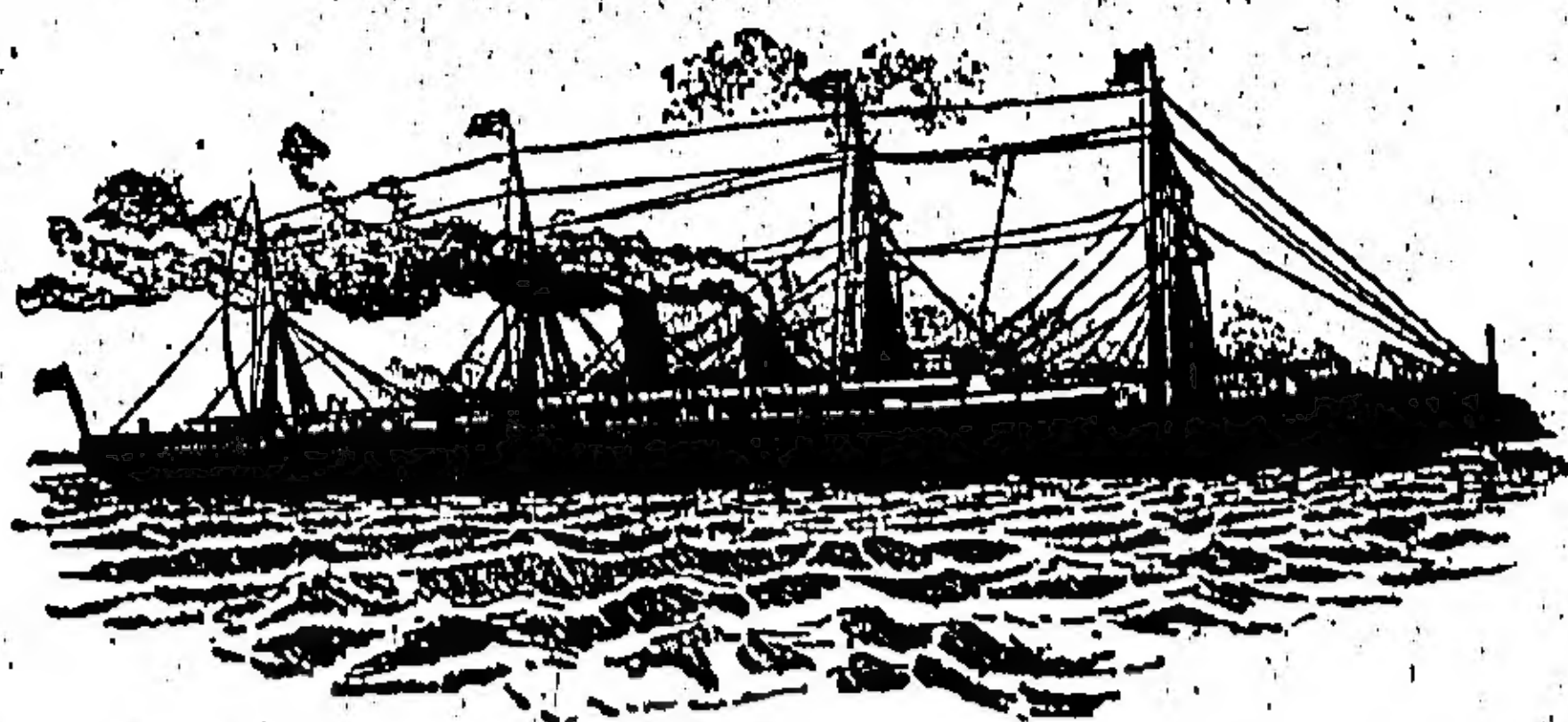
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TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG:

"CHINA"	SATURDAY, 19th October, at Noon.
"DORIO"	TUESDAY, 29th October, at Noon.
"PERU"	TUESDAY, 12th November, at Noon.
"COPTIC"	WEDNESDAY, 20th Nov., at Noon.
"CITY OF PEKING"	SATURDAY, 7th December, at Noon.
"GAELIC"	SATURDAY, 14th December, at Noon.

THE P. M. Company's Steamship "CHINA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA and HONOLULU, on SATURDAY, the 19th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (First-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 1 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full, value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

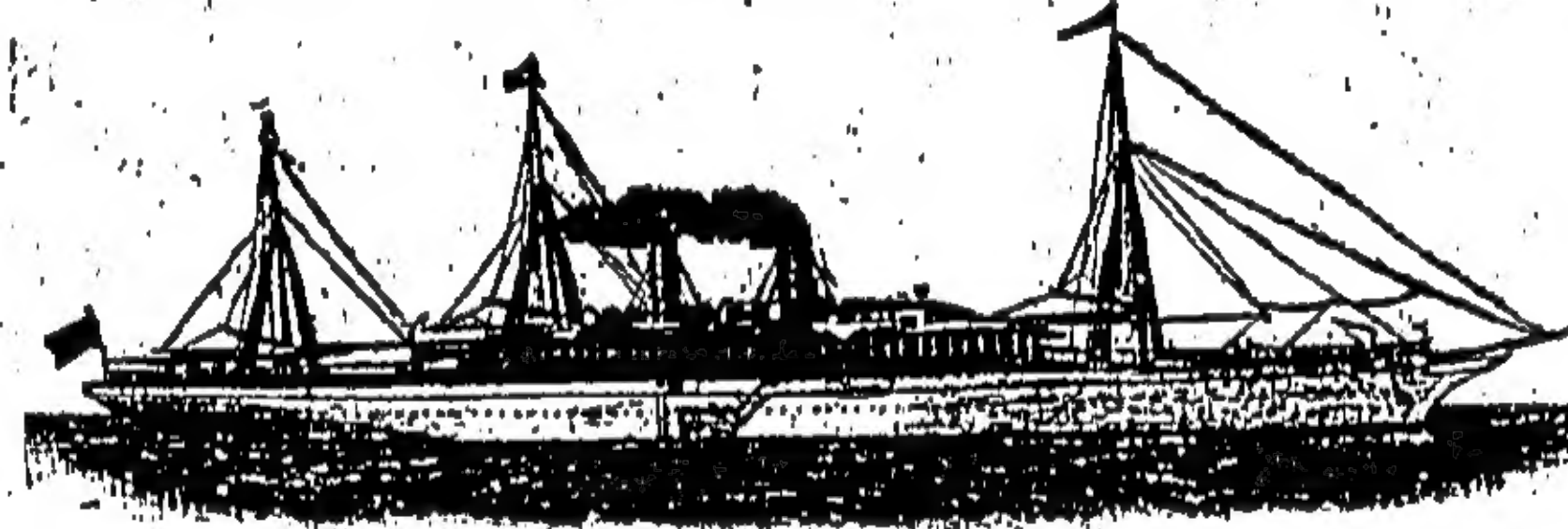
Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 2nd October, 1901.

CANADIAN PACIFIC RAILWAY COY'S ROYAL MAIL STEAMSHIP LINE.



SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.) Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 23rd October.
EMPRESS OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 20th November.
EMPRESS OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 18th December.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS TO A WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets at various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide, Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 30th September, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST. (Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS.) PROPOSED SAILINGS FROM HONGKONG.

STEAMERS	DESTINATIONS	SAILING DATES	Freight and Passengers
KOENIGSBERG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	19th Oct.	Freight and Passengers.
BAMBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	2nd Nov.	Freight.
SEGAVIA	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	16th Nov.	Freight.
POERCK	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	30th Nov.	Freight.
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	14th Dec.	Freight.
SUEVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	28th Dec.	Freight.
NIERNBERG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	11th Jan.	Freight.
SERBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)		

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Buildings.

Hongkong, 10th October, 1901.

Insurances.

THE EQUITABLE SURPLUS.

is a mighty anchor that guarantees the security of every Equitable contract—£13,778,577—the largest surplus fund ever accumulated for the benefit of policy holders—Could you have a better guarantee back of the policies that are going to mature in 15, 20 years hence?

The Equitable Life Assurance Society.

F. KIENE, Manager, Hongkong.

Hongkong, 8th October, 1901.

"L'UNION" FIRE INSURANCE COMPANY, LD. (Established 1828).

THE Undersigned, having been appointed GENERAL AGENT for the above Company, is prepared to ACCEPT RISKS at current rates.

Claims settled direct without reference to the Head Office.

A. R. MARTY, Agent.

Hongkong, 5th July, 1901.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept First Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co. Hongkong, 28th May, 1894.

Notice of Firm.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE.

MR. WILLIAM BASIL DIXON has This Day ASSUMED CHARGE as CHIEF MANAGER.

By Order of the Board of Directors, R. SHEWAN, Chairman.

Hongkong, 27th September, 1901.

To be Let.

TO LET.

GODOWN—No. 5A, DUDELL STREET.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

TWELVE EUROPEAN HOUSES; Nos. 14, 18, 22, 26, 30, 34, 38, 42, 44 and 46, LEIGHTON HILL ROAD.

Apply to THE HONGKONG & KOWLOON LAND & LOAN CO., LD.

No. 8, Queen's Road West, Hongkong, 4th October, 1901.

TO LET.

A HOUSE in KIPON TERRACE.

Apply to "THE RETREAT," MOUNT KELLET.

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

TO LET.

NOS. 3 and 6, ORMSBY TERRACE, KOWLOON—Immediately.

Apply to FUN HUNG, 85, Queen's Road Central.

Hongkong, 5th October, 1901.

TO LET.

NOS. 1 to 8, WILD DELL, WANCHAI ROAD.

Apply to SANG KEE, 208, Des Voeux Road Central.

Hongkong, 5th September, 1901.

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NO. 1, STEWART TERRACE—THE PHAK.

Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 31st July, 1901.

For Sale.

FOR SALE.

SEVERAL MODERN BOOKS on Engineering Subjects.

For List, apply "STEAM," C/o The Hongkong Telegraph.

Hongkong, 10th August, 1901.

FOR SALE, CHEAP.

A COTTAGE PIANO by BORD, of PARIS, Three years old, in Excellent Condition.

For Price, &c., apply to THE ROBINSON PIANO CO.

Hongkong, 27th May, 1901.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

J. EYES FLUID.

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co. Bank Buildings.

Hongkong, 9th March, 1897.

SIR JOHN CARRINGTON'S FAREWELL TO HONGKONG VOLUNTEERS.

"Now I shall say good-bye; I shall always treasure the remembrance of my connection with the Corps, and I am sorry, very sorry, sorry, to part with you all." Such were the concluding words of Sir John Carrington's farewell to the Hongkong Volunteer Corps which he has commanded with such distinguished success since the 14th of November, 1896. At that time the total number on the roll was only 140, whereas to-day the strength of the battalion stands at 362, and it is now in a very creditable state of efficiency. The most amicable, thoughtful and approachable of men, and throughout his command the sincere well-wisher of the Corps, Sir John's quick perception and determination tempered with friendly personality, frankness and sympathetic attitude towards officers, non-commissioned officers and men has made him a popular commander, whose loss will be sorely felt for many years. To show their appreciation of such sterling qualities it was not surprising to find a large muster of the Corps on the Parade Ground last Saturday when Sir John attended for the last time as commanding officer, and bade farewell to the men of all ranks. Practically at five o'clock the markers fell in, and at the sound of the bugle the companies formed up and were put through a few preliminary evolutions previous to the arrival of Sir John Carrington. Within a few minutes he walked on to the ground, and was accorded the general salute, after which several photographs were taken of the battalion in line. At half past five H.E. the Governor, Sir H. A. Blake, G.C.M.G., and H.E. Major-General Sir William J. Gascoigne, K.C.M.G., accompanied by their aides-de-camp entered the parade ground, and after the general salute had been accorded them the battalion was drawn up in three sides of a square and, standing at attention, heard the farewell remarks from their Colonel.

Sir John Carrington, who was evidently deeply touched and spoke with considerable emotion, said:—Officers, non-Commissioned Officers, and men of the Hongkong Volunteer Corps, this parade has been ordered for the purpose of my saying a few words of farewell to you on resigning the command of the Corps. Before saying those few words I must make acknowledgement both on behalf of the Corps and of myself to H.E. the Governor for attending here to-day. We are grateful to him for the compliment which he has paid both to the Corps and to myself in so attending, and I would beg to include in that acknowledgement H.E. the Major General Commanding the Forces. It is a hard thing for me to say good-bye to you, because for the last five years the Corps has been very much in my life and my thoughts. I was appointed to the command of the Corps on the 14th of November, 1896, so that I have held the command for very nearly five years. When I took over the command the Corps consisted of only two units—the Field Battery and "A" Machine Gun Company; and the number on the roll was 140. To-day, as we stand on parade, there are six units of the Corps and a band, and the number on the roll is 362. Now you quite understand that I take no credit for that increase in numbers and, I may say, increase in efficiency also, which was owing I think, to the impulse of military ardour which took place in connection with the troubles in the Hinterland in May 1899, and that impulse was maintained through the troubles in the North of China last year and the present year. But I cannot help thinking that great credit is due to the Corps, for though the causes which prompted the impulse I have spoken of have, to some extent, died away the Corps has still kept up its numbers and its efficiency. I trust that that state of things will continue, and will even perhaps become more marked. You must remember that though you are now acknowledged by the General Officer Commanding to be an efficient unit among the defensive forces of the Colony, he has been careful to remind you there is still room for improvement. There is always a great deal to be done in striving after proficiency, and I hope the officers, non-commissioned officers, and men will always remember that, and not be content to rest satisfied with your present numbers, and your present state of efficiency. With regard to numbers, I believe the establishment is nearly complete but certainly as regards efficiency there is still a good deal to be done. You can very well imagine from the great deal of interest that I hope you believe me to have taken in the Corps during my command, nothing will give me greater pleasure in future years than to hear that the Corps has kept up its numbers and has increased its efficiency. You all know very well that in a good English Volunteer Corps the percentage of efficiency is usually 97 or 98 per cent, and sometimes, I believe, quite 100. I don't see any reason why you in this Corps should not attain to that standard of efficiency. I beg you, therefore to strive after that standard, and see if you cannot attain that standard of efficiency prescribed by the regulations. To do that the great point is to maintain an esprit-de-corps—a feeling among the Corps that a man is to be efficient. If he is not, the Corps does not want him, provided, of course, nothing prevents him from becoming efficient. This condition being eliminated, a man ought to be efficient. I want you all to get that feeling among yourselves. A man must become efficient if he is to remain in the Corps, otherwise he is no good and is not wanted. I will make a few more personal remarks before I conclude. In the first place, I must make my acknowledgements to the officers of the Corps for the very loyal way in which they have always acted with me during my command. I have said before in reports and I say again, that no commanding officer need wish for a better set of officers than I have had during the whole

time I have been with you, they have given great attention to their duties, they are efficient in the performance of those duties, and show a great deal of good spirit both as regards one another, as regards the non-commissioned officers and men, and as regards the commanding officer they are thoroughly good comrades in every way possible. As long as memory holds its seat in my brain, I shall never forget the good comradeship and fellowship of my brother officers of the Corps. With regard to the non-commissioned officers and men, I have to thank them all for their courtesy and consideration during the time of my command. They have all behaved to me in the way I should have wished them to behave, and I can honestly say that during the time I have commanded the Corps I have never had a rude word or an angry look from any member of the Corps. That is a gratifying thing indeed for me to look back upon. I wish I had been able to do more for you during my command, but at any rate I am sure you know this, that I have tried to do my best for you, for I have been very anxious to promote the efficiency of the Corps. I ought not to conclude without a word of thanks also to the permanent staff for their efficiency and their loyalty to me in their performance of their duties. I have had excellent officers, and warrant officers in charge of the permanent work of the Corps, and I beg to thank them for the way in which they have performed their duties. And now I shall say good-bye. I say it with very great regret. I shall always treasure the remembrance of my connection with the Corps and I am sorry, very sorry, to part with you all.

His Excellency the Governor, in presenting Sir John with a handsome and costly silver subscribed for by past and present members of the Corps, said:—Lieut. Col. Sir John Carrington, I share with the officers, non-commissioned officers, and men of the Hongkong Volunteer Corps their deep regret at your retirement from the command of the Corps. When you arrived in this Colony you were already an experienced Volunteer and Militia officer, your service as an officer dating from 1871, when you were an Ensign in the Oxford University Corps. You had also experience as a Major in the British Guiana Militia, a position that you held until you left that Colony for the Far East, so that your invitation to become Major Commandant of the Hongkong Volunteers Corps may be looked upon as the natural sequence of your long service. As you have told us, when you took over this Corps its strength was 140. It is now 362. What the condition of the Corps was when you assumed the command I do not know, but speaking in the presence of General Sir William Gascoigne, who will I hope add his testimony to mine, I am not afraid to say that you leave the Corps in a most creditable state of efficiency. No one knows better than I your unfailing interest in everything connected with the drill, discipline, and internal economy of your command, and I may say that when, on the augmentation of the Corps, it was my pleasant duty to promote you to the rank of Lieutenant-Colonel, I felt that I had never signed a commission more richly earned by faithful and diligent service. I have been requested by the members of the Corps to ask your acceptance of a souvenir that has been subscribed for by past and present members of all ranks. Although I am Honorary Colonel of the Corps I did not dare to come here in uniform to offer to you this presentation in the face of the regulation against presentations of this nature on parade. But I think that, without any fatal results to discipline, the Governor may allow himself the pleasure of being the medium of making this presentation in the presence of the Corps of again expressing for himself and for every member of the Corps their regret at your departure, and, further, hoping that the rest you are about to take from your onerous labours will soon fully restore your health that has been temporarily impaired by a long continued devotion to trying duties that you have discharged to the entire satisfaction of the people of this Colony. It only remains for me to ask you to accept this salver from your old comrades, with every good wish for your future welfare and that of Lady Carrington and your family.

H. E. Major-General Sir William Gascoigne said he could add very little to the sentiments His Excellency had so ably expressed. Sir John Carrington and His Excellency were kind enough to consult him as to the propriety of the parade, but although there was a regulation that rather discouraged the presentation of prizes or the presentation of souvenirs to officers leaving the Corps, he agreed most thoroughly with His Excellency that circumstances alter cases, and, for one, certainly thought it would have been a great hardship if the members of the Corps had been debarred by a hard-and-fast rule from giving a practical exhibition of the esteem and affection in which they held Sir John Carrington.

Therefore he advised His Excellency to come down and make the presentation and asked him to allow him to have the honour of being present. He had had the pleasure of serving with Sir John Carrington for three years in this Colony, and thoroughly grieved with the encomiums passed upon him by His Excellency. As to the Corps, he had already told them of their efficiency, and he would again tell them now, but as Sir John Carrington had said, they must continue to strive to attain perfection. They must do their best, beyond which no man could do more, and in the attainment of their object they would in the future afford the keenest satisfaction to Sir John Carrington when he looked back on the efficiency of the Corps he had had the honour of commanding for so long. In conclusion, the speaker begged to join in the most hearty wishes to Sir John Carrington for health and every possible happiness in the future.

His Excellency then called for three cheers for Sir John. Helmets were raised and hearty cheers followed by a tiger, were given, after

which Sir John Carrington, in returning thanks for the presentation, said he would only be speaking the simple truth when he stated that the souvenir would be the most treasured of his possessions. "I won't say any more now," he concluded, "because my heart is full. I will only say, men, I am grateful to you for your kindness, which I shall always remember. I only hope that Heaven will bless you, both as a Corps and as individuals."

After shaking hands with Sir John Carrington, H.E. the Governor and H.E. Major-General Gascoigne left the parade ground, and the Corps was dismissed. The officers proceeded to the Orderly Room and after toasting Sir John's health the late Commandant presented them with a token for their meet which was suitably acknowledged. Shortly afterwards the officers escorted Sir John to the tram station, the band playing en route. "For he's a jolly good fellow," and "Auld Lang Syne." Cheers were frequently given and the utmost enthusiasm prevailed.

THE "ENVY" POISONING CASE.

[CONTINUED.]

SINGAPORE, October 3rd.

Yesterday afternoon, after the adjournment foriffin, Mr. Van Cuylenberg addressed the jury for defence. He argued that in Captain Strachan's diary, several important entries were omitted; this had been proved. The first symptoms were entered, but many of the later ones were not. The missing entries were those which would chiefly lead one to suppose phosphorus poisoning; these were afterwards inserted. The entry of the symptoms had been altered for a purpose, they could not have been altered by mistake. The symptoms played a very important part in the case. Five sets of symptoms had been given and no two of them agreed. There was no reason to doubt Dr. Robertson's word, because he was first called in and in quite a disinterested manner. The first symptoms given to Dr. Robertson were given him when he had not formed an opinion one way or the other; it was to support a theory of phosphorus poisoning that he practically verified these by examination. Nothing was ever said to Dr. Robertson about a "garlicky" taste or smell. These people were saying that which was not true. They had said that Dr. Robertson had said on his first visit that it was phosphorus poisoning. Dr. Robertson had distinctly denied this, and had proved that it was impossible for him to have said so because he did not know at the time what the poison was; it was only after conference with Dr. Lim Boon Keng that he pronounced the blue line to be indicative of lead poisoning. Here the lie was given direct to Captain Strachan and these other people. Again, in the confession itself—their trump card, which all along they had had up their sleeve—there was no mention of phosphorus, it only stated that poison had been put in the tea; yet these people had dared to deliberately come to Court and state that the poison was phosphorus. How could they (the jury) place any confidence in the evidence given by these people? With regard to conversations between Dr. Robertson and Captain Strachan, the former had contradicted the latter. Who was to be believed? Dr. Robertson he maintained. Dr. Robertson had been here for twelve years, and he was well-known and respected—he had no motive for not telling the truth, neither had he any motive in this case, whereas Captain Strachan had a motive. With regard to the "dog incident" the witnesses had told a different story from that given by Dr. Robertson. Could the jury believe the unreliable—he would go further—the untruthful evidence given by these people, who had conspired together to "run in" an innocent man, because they had some spite against him? After Captain Strachan had, disagreed with Dr. Robertson and Dr. Galloway, the symptoms given to these doctors were altered—they underwent a change. Why? to meet the exigencies of Captain Strachan's case and to support his theory of phosphorus poisoning. Why did Dr. Galloway support Dr. Robertson? he was an independent witness. Was Dr. Galloway not to be believed? The prosecution had shown no reason why he was not. He had experience of scurvy and his testimony was worth a good deal. Dr. Ellis had candidly stated that he only found phosphorus poisoning, provided the symptoms stated in Court were true. He (counsel) had proved that they were not true and Captain Strachan could not be believed, Captain Strachan knew on August 10th that Dr. Robertson had advanced the theory of scurvy. Why had not Captain Strachan produced his bills, in the meantime to show that his ship was properly provisioned? Nothing was easier, yet he had not done so. Why? Mrs. Strachan gave evidence to Dr. Robertson to show that the ship was not properly provisioned, long before he had given an opinion one way or the other. With regard to Brodie's evidence, here it was to be taken with credence because he bore out Mrs. Strachan's statement that the diet was monotonous. Coming to the confession, (this was read to the jury to show them that nothing was mentioned therein about phosphorus). Counsel argued that it had not been proved by the prosecution that the confession pointed to phosphorus poisoning. They were also asked to believe that the confession was a voluntary one, whereas it was extorted from Brodie by ill treatment. All the witnesses had said that Captain Strachan was not angry with Brodie and that he was never angry with anybody—even cannibals! Could they be believed? From what the jury had seen of Captain Strachan, they must be aware that such an irascible old gentleman would not give Brodie, as he had not given him, a moment's peace. He threatened to throw him overboard, squeezed his stomach, put him in irons, and said he would take him to Australia and have him hanged!

After shaking hands with Sir John Carrington, H.E. the Governor and H.E. Major-General Gascoigne left the parade ground, and the Corps was dismissed. The officers proceeded to the Orderly Room and after toasting Sir John's health the late Commandant presented them with a token for their meet which was suitably acknowledged. Shortly afterwards the officers escorted Sir John to the tram station, the band playing en route. "For he's a jolly good fellow," and "Auld Lang Syne." Cheers were frequently given and the utmost enthusiasm prevailed.

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Shipping—Steamers.

CHINA NAVIGATION COMPANY, LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI, NINGPO and SHANGHAI.	"PAOTING" 15th instant.	
TIENTSIN	"WAMPONG" 16th instant.	
MANILA	"PAKHONG" 20th instant.	
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE.	"CHANGSHA" 12th November.	

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

OCEAN STEAMSHIP COMPANY, OUTWARDS.

FROM	STEAMERS	DUE
GLASGOW and LIVERPOOL.	"MACHAON" 23rd instant.	
	"PROMETHEUS" 28th "	
	"ACHILLES" 6th November.	

S.S. "DARDANUS" from GLASGOW and SINGAPORE has arrived, and will sail, for SHANGHAI and JAPAN, on WEDNESDAY, the 16th instant, at Daylight.

HOMEWARDS.

FOR LONDON.	STEAMERS	DUE
"PYRRHUS" 15th Oct., 1901.		
"CALCHAS" 29th "		
"NESTOR" 12th Nov., "		
"MACHAON" 26th "		

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

STEAMERS	DUE
"ULYSSES" 14th Oct., 1901.	
"DARDANUS" 15th Nov., "	

For Freight, apply to

BUTTERFIELD & SWIRE, Agents, O. S. S. Co.

THE OSARA SHOSHEN KAISHA, LIMITED.	DOUGLAS STEAMSHIP COMPANY, LIMITED.
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FOR ANPING VIA SWATOW AND AMOY. THE Company's Steamship

"MAIDZURU MARU," Captain T. Saito, will be despatched for the above Ports, on WEDNESDAY, the 16th instant. For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 2nd October, 1901. [226c]

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"CATHERINE APCAR," Captain S. H. Nelson, will be despatched for the above Ports, on WEDNESDAY, the 16th instant, at 3 P.M.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th October, 1901. [1110c]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"KIAUTSCHOU," of the HAMBURG-AMERICA-LINIE.

Captain P. Lunschloss, due here with the outward German Mail about TUESDAY, the 15th instant, will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD. For further Particulars, apply to MELCHERS & CO., Agents.

Hongkong, 11th October, 1901. [22]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ, PORT SAID, FLORENCE AND TRIESTE.

(Taking Cargo at through Rates to the BRAZILS, to SOUTH AFRICA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, MALTA, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"TRIESTE," Captain A. Mitis, will be despatched as above on THURSDAY, the 17th October.

For Information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.

Hongkong, 28th September, 1901. [926c]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"AUSTRALIAN," Captain Helms, will be despatched as above on THURSDAY, the 24th instant, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1901. [1091c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ADANA," Captain A. Smith, will be despatched for the above Port on the 10th November.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1010c]

SHEWAN, TOMES & CO'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ASAMA," Captain F. F. Belmont, will be despatched for the above Port, on the 15th December, 1901.

For Freight, apply to SHEWAN, TOMES & Co., Agents.

Hongkong, 24th September, 1901. [1052c]

Consignees.

FROM HAMBURG, BREMEN, ROTTERDAM, PORT SAID, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SECOVIA," Captain Foerck, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 15th instant, will be subject to rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M.

No Fire Insurance has been effected. HAMBURG-AMERICA LINE, Hongkong Office, Hongkong, 9th October, 1901. [1105c]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLOMOND," FROM LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivered, may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 10th instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 17th instant, at 11 A.M.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 9th October, 1901. [1104c]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL," FROM HOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., *ex S.S. India*.

From Australia, &c., *ex S.S. Syria*.

From Calcutta, &c., *ex S.S. Ryma*.

From Persian Gulf, &c., *ex B.I.S.N. and E. & P. S. N. Co.'s Steamers.*

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 17th instant, at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognized.

H. A. RITCHIE, Superintendent.

Hongkong, 10th October, 1901. [5]

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES of CARGO per Steamship

"CHINA,"

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

GEORGE ECKLEY, Acting Agent.

Hongkong, 10th October, 1901. [1105c]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"CATHERINE APCAR,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 12th instant, at 2 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside; such Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by DAVID SASSOON, SONS & Co., Agents.

Hongkong, 11th October, 1901. [1105c]

Intimations.

SIEN TING, SURGEON DENTIST.

No. 14, DAGULAR STREET, TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1901. [10]

DENTISTRY.

SUI SANG, (Lately Practising with Dr. J. SAKATA), DENTIST.

No. 4, Queen's Road Central.

Hongkong, 3rd January, 1901. [116c]

DENTISTRY.

AMERICAN SYSTEM, WONG HONG, SURG. DENTIST.

TERMS MODERATE. Consultation Free.

50, QUEEN'S ROAD CENTRAL.

Hongkong, 2nd January, 1901. [16c]

THE SHANGHAI GARRISON.

Yesterday morning, says the *N. C. D. News* of Shihai, a body of the Japanese soldiers now (pending) part of the international garrison in Shanghai marched through the English Settlement. They attracted a good deal of notice, and their smart appearance and clockwork-like uniformity of step evoked much favourable comment. To these remarks it might be added that what with the British, French, German, and Japanese forces now stationed here, and the hundreds of men who could be promptly landed from the warships in harbour, a very formidable force indeed would be available at any hour of the day or night if required. It is not easy, however, to say what justification there is now for the presence here of all these troops. But it is on that very account all the more regrettable that the British force should have been reduced to such a small number. While other troops are here the British section should be the senior one, and not, as it is now, in a minority. But the ways of our Foreign Office in dealing with Chinese affairs are past understanding.

CREATING "INTERESTS."

A RUSSIAN CONCESSION AT SHANGHAI.

The *China Gazette* understands that Russia is endeavouring to get a separate concession at Shanghai, and the only difficulty is apparently about the site. It is expected that if a selection is made it will be the land to the South of the French Concession, running from the Sicaui Road, around the city, down to the new Chinese Bund.

THE SITUATION IN HSIAO.

SOME ILLUMINATING DETAILS.

Some time before the Chinese Court left Hsiao—early in September, to be more exact—a correspondent in whose integrity we firmly rely, sent us the following details of affairs in Hsiao. Notwithstanding that Hsiao is no longer a centre of interest we give the letter—which arrived yesterday—since it throws light on certain phases of the international complication.

CONSTERNATION AND CHARITY.

There was the greatest consternation last year, says our correspondent—when it became known that Peking was in the hands of the Allies, and the Imperial Court in full flight—among Tuan, and all those who had upheld him in his statements that the Empress and her Boxes would speedily inflict condign punishment. It was not until the Court reached Chiehshihshien, where one of the Boxer leaders was summarily executed, that those who had withstood the Boxers felt safe. The severity of the distress consequent on famine seems to have touched the compassion of the Peking grandees, for an elaborate system of relief was devised and set working, and soon the Court was in favour with the people.

THE POWER BEHIND THE THRONE.

The reactionary disposition of those now in power—the resuscitated—eunuch Li Leinying and the Tartar Yung Lu—has all along moulded the policy of the Court. Every proposition of the Peking Plenipotentiaries, as long as pressure was not applied, was vetoed and resisted. There was, in effect, the usual strife between the parties of Progress and Reaction. The advanced Viceroy and Governors urged the return of the Court, and the reform of the Empire. The Empress' henchman Li and the chief members of the Grand Council demanded delay—indeed, they were averse that Li Hung-chang, while openly urging the Court to return to Peking, was using his influence to keep them in the western capital. The Governor of Honan and others—by order—sent in memorials asking her Majesty to postpone the departure from Hsiao. Generally there was a gamble with the affairs of State. Preferments or degradations were made according to the readings of the political barometer—a very erratic instrument.

CHAOS.

Everyone sat on the fence, and there was no definite policy—save that of dithering the foreigner. The result, of course, was chaos. The eunuchs and "Grand Councilors" feared that a return to Peking would mean the end of their present power, and possibly reprisals for the past. The Empress Dowager had fears of another sort, for her satellites never wearied of conjuring up the awful consequences of coming again into touch with the uncanny foreigner. The dread of some impending evil seemed to hang over them all. Only the Emperor was daily in a storming passion at being so strictly guarded by eunuchs—all of them appointed by the "Old Buddha," as the Empress Dowager is called.

TUNG FU-HSIANG.

There were various stories afloat as to the movements and intentions of Tung Fu-hsiang. That he has been officially cashiered they cannot be the least doubt; but that he has been banished or humiliated, there is no evidence. He has prepared a refuge in the fastnesses of the Kunling mountains, and is getting ready a fine-house and gardens in the city of Hsiao. His resources are not likely to fail for he is the owner of one of the largest silver shops in the western capital. He has constant communication with Prince Tuan, who is at Ninghsia, and has friends at Court.

THE EXAMINATIONS EDICT.

Very little importance is attached to the Edict abolishing the essay system of examination, and initiating a new régime. It is an unwilling concession to the force of circumstances, and the urgency of the representations made by the more enlightened Governors. However, this may be an Edict of this kind at least removes the inertia that bars advance.

TROUBLE IN MONGOLIA.

There is a report from the Catholic fathers that their missionaries near Santscho, in Mongolia, are besieged by Boxers, but the hysteria of last year, render such reports rather uncertain.

ARRIVALS.

The party consisting of Major Veroin, Mr. Duncan, and Dr. Smith arrived in Hsiao on the 26th August, and were well received. A residence had been prepared for them, and the usual calls were paid and returned. *N. C. Daily News.*

FIRST BRITISH SUBMARINE.

The first of the submarines being built for the British Admiralty was almost ready, at the date of last mail, and was to be launched towards the end of the last month or early in this month. There will be no ceremony, and the trials will take place with the greatest secrecy. In addition to the five boats of the Holland type, there is also, it is understood, a submarine of an English design being built to the order of the Admiralty, and it is rumoured in well-informed circles that several more will be provided for in next year's Naval Estimates. The Admiralty is now convinced of the utility of these boats, and a bold effort is to be made to get on a level with France in this matter.

STRUCK DOWN IN CHURCH.

A CLERGYMAN'S SUDDEN DEATH.

On the 23rd ultimo, the Rev. Stephen Coles, of Christ Church, Galle Face, Colombo, died suddenly of apoplexy. He had been ailing for some time but had rallied sufficiently that day to admit of his going to the vestry of the Church where the Bishop of Colombo was awaiting him on business at a committee meeting. Rev. Mr. Coles walked thither from his bungalow, a distance of a few yards, being supported by his "boy." On the way he told the boy that he had quite recovered, and felt as strong as a young man. He reached the vestry, where the Bishop and a few other members of the Committee had already assembled, and took a seat. Shortly after, it was noticed that the rev. gentleman had turned pallid, and on closer examination it was found that he was lifeless from an apoplectic stroke.

Mr. Coles, who was 65 years of age, graduated at the London College, and came out to the Island in 1866. He was a member of the Ceylon Branch of the Royal Asiatic Society.

PASSENGERS BOOKED FOR THE FAR EAST.

Per Messageries Maritimes steamer *Annam*, from Marseilles, Sept. 22.—To Yokohama: Mr. and Miss Meschersky, Mr. and Mrs. Lagrange. To Shanghai: Mr. and Mrs. Van Laer, Mr. H. Destelair, Mr. C. J. Bush, Rev. J. Turner, Rev. A. Sowerby. To Hongkong: Mr. Trévoux.

Per Messageries Maritimes steamer *Ville de la Ciotat*, connecting with the steamer *Ernest Simon*, at Colombo, from Marseilles, Oct. 6.—To Shanghai: Mr. L. de Wacle, Revs. Henri, Anselme, and Apollinaire.

Per P. & O. steamer *Japan*, from London, Sept. 7.—To Shanghai: Mr. Brand, To Hongkong: Mrs. Brown and 2 children, Commander and Mrs. Davies, Mr. H. Bent, Mrs. Löwe and child, Lieut. Fry, Lieut. Cole, Major and Mrs. Ash, Mr. J. C. Low, Lieut. Grant, Sub-Lieut. Hammond, Mr. F. D. Thompson, Commander P. H. Colmib, Lieut. L. T. Jones, Mrs. Brown and 2 children, Commander and Mrs. G. W. W. Davies, Mr. H. Bent.

Per P. & O. steamer *Oceana*, connecting with the steamer *Mastilia*, at Colombo, from London, Sept. 19.—To Shanghai: Miss Twissell, Miss G. M. Miller, Miss A. N. Hart, Miss M. G. Saltan, Miss N. Marshbank, Miss E. Baller, Miss J. Begg, Miss F. Stillman, Mr. J. West, Mrs. Bridges, Mr. and Mrs. A. Linnind and 3 children. To Hongkong: Capt. R. W. White, Mrs. McCubbin and child, Mr. and Mrs. A. T. Godfre. To Singapore: Mr. A. Booth, Mr. H. A. Brans, Miss J. Bain, Mr. G. Ritchie. From Brindisi, Sept. 29.—To Manila: Mr. J. M. Underwood.

Per P. & O. steamer *Borneo*, from London, Sept. 21.—To Yokohama: Mrs. and Miss Edmonds. To Shanghai: Miss Hopkins, Miss Homan, Mrs. Cecil Simpson and child, Mr. and Mrs. Thomas. To Hongkong: Miss A. M. Finney, Miss A. M. Baker, Miss Clarke, Miss Hutchinson, Miss J. C. Clarke, Mrs. Clutton, Mrs. S. Hooper, Mr. and Miss Bull, Lieut. H. Stemsbury, Miss E. J. Ramsey, Lieut. and Mrs. Walker, Lieut. M. Lockhart. To Manila: Mr. Auchterlonie.

Per P. & O. steamer *Britannia*, connecting with the steamer *Chusan*, at Colombo, from London, Oct. 3.—From Marseilles.—To Shanghai: Dr. and Mrs. J. D. Thompson.

Per Norddeutscher Lloyd steamer *Kiautschou*, from Bremen, Sept. 4; and Southampton, 9.—To Yokohama: Mr. Bradley, Mr. C. J. Jiles, Mr. G. J. Ziegler. To Nagasaki: Mr. G. Chester-Master, Mr. Gordon Kerr. To Shanghai: Mr. and Miss Kidson, Dr. and Mrs. Hotvedt, Mr. Pereira and party, Mr. F. Neville May, Miss May, Mrs. Rees and family, Mr. and Mrs. L. M. F. Grant and family, Mrs. Felgate, Rev. and Mrs. Hunter, Mr. W. E. Plummer, Mr. and Miss McPhail, Rev. S. C. Meach, Mrs. Harris, Dr. Cochran, Miss Miles, Mr. Brooks, Mrs. Bowers and children, Mr. and Mrs. W. P. Brown and child, Mr. and Mrs. Christensen and children, Misses Comber, Dr. H. Davidson, Mr. C. Ewens, Mrs. Edmunds, Miss Hunt, Mr. and Mrs. Jackson and child, Rev. and Mrs. J. Keers, Mr. Gordon Kerr, Mrs. Warren Moore, Miss M. Monson, Miss McMorris, Miss Morton, Miss Morry, Mr. H. Payne, Mrs. Turton, Mr. and Mrs. Vardon and children, Dr. Hinze, Dr. M. Wunsch, Mr. and Mrs. Carl Wolter, and children. To Hongkong: Mr. Hickie, Mrs. Kidd and children, Mr. H. Stabe, Mrs. Walter and family, Mrs. and Miss Edmunds. From Genoa—Yokohama: Mr. F. Bransch, Mrs. Dankwerts and children, Mr. John Reifee, Mr. Paul Hoff, Dr. S. Sugiyama, Mr. Paul Schlichter. To Shanghai: Mr. Planer Boie, Mrs. Brandt, Rev. G. Brisco, Mr. and Mrs. Dabstein and child.

Mr. J. Dols, Mr. A. de Decker, Mr. Felgate, Rev. Gillespie, Mr. F. M. Hirt, Mr. F. Joosten, Mr. F. W. Kegel, Mr. P. Kraus and family, Dr. Leannouth, Mr. W. Paul, Mr. F. van Peer, Mr. and Mrs. W. Pape, Mr. M. Pfleiderer, Mr. G. Pycke, Mr. J. Ruyten, Dr. R. Rutishauser, Mr. Alf. Schaefer, Mr. F. Simon, Mr. F. Stappers, Rev. and Mrs. Steppard, Mr. and Mrs. J. Travers Smith and children, Mrs. Turner, Mr. R. Tyman, Mr. A. Walmaek, Mr. and Mrs. E. Willkomm. To Hongkong: Mr. C. Ewens, Mr. G. Krüger, Miss M. Kolb, Dr. F. Müller, Mrs. Turner and child, Mr. J. Sachs, Mr. H. Vömel, Dr. Wendlandt, Mr. K. Zwissler. To Delhi: Mr. J. J. van Helt, Mr. G. van der Wyck. To Sourabaya: Miss Marie van Buuren, Mr. E. A. Köhler, Mr. M. S. Loh.

Per Norddeutscher Lloyd steamer *Bayern*, from Bremen, Sept. 18, and Southampton, Sept. 23.—To Yokohama: Miss Phillips. To Kobe: Mr. Heiber Marshall. To Shanghai: Dr. and Mrs. Murray, Dr. J. Feil, Dr. A. Peill, Dr. Smith, Mr. and Mrs. A. Faers and family, Mr. and Mrs. Entwistle and family, Miss M. Wilson, Miss Barraclough, Mrs. Webster.

Per Norddeutscher Lloyd steamer *Stuttgart*, from Bremen, Oct. 2, and Southampton, Oct. 7.—To Shanghai: Miss Jessie P. Rhind, Mr. E. Powys, Mr. and Mrs. W. E. Taylor and family, Miss Cole, Miss Clough, Miss Hirst.

Shipping.

ARRIVALS.

NOTANDA.

CALENDAR.

OCTOBER.	
Meteorological means based on fifteen years' observations to 1895.	
Barometer	29.982
Thermometer	76.2
Humidity	71.
Rainfall	5.794

TO-DAY.	
WEATHER REPORT.	On date at 4 p.m.
Barometer	30.02
Thermometer	77
Humidity	79
Rainfall	1.05

Monday, 14th October, 1901.

Chinese—3rd of 9th moon of 27th year of Kwang-su.

Sun—Rise—5hr. 57min.
Set—5hr. 35min.
High water—Morning—5hr. 20min.
Afternoon—5hr. 32min.
Low water—Morning—5hr. 27min.
Afternoon—5hr. 27min.

1866—Battle of Hacking.
1859—Plata Temple lost in the China Sea, with upwards of 800 coolies on board.
1865—Outrage on foreigner in Formosa.
1887—German sch. Louise sunk by steamer Matagorda whilst on voyage from Amoy to Newchwang, two persons drowned.
1893—Typhoon at Moji and Straits of Shimoda, heavy loss of life.
1896—Extradition of Patrick Tynan refused by the French Government.
1899—Sir Redvers Buller starts for the Cape.

Tuesday, 15th October, 1901.

Chinese—4th of 9th moon of 27th year of Kwang-su.

Sun—Rise—5hr. 58min.
Set—5hr. 34min.
Moon—in Apogee—5hr. 40min.
High water—Morning—5hr. 21min.
Afternoon—5hr. 33min.
Low water—Morning—5hr. 28min.
Afternoon—5hr. 33min.

1867—Blockade of Hongkong by Chinese Customs cruisers commenced.
1875—British schooner Loch Bully lost on Zambay Island, S.W. Coast of Formosa.
1895—Explosion on the Chinese troopship Kung-pai, 500 lives.

1896—Lieut. General Nogi appointed Governor-General of Formosa.

AGENDA.

TO-MORROW.

Daylight—D. L. Co.'s steamer Haitan leaves for Swatow, Amoy and Foochow.
N. P. Co.'s steamer Victoria leaves for Victoria B.C.

U. S. & C. J. Co.'s steamer Longships leaves for New York via Suez Canal.
Holt steamer Pyrrhus leaves for London.
Holt steamer Dardanus due from Liverpool.

WEDNESDAY, 16th.

H. A. L. Co.'s steamer Hamburg leaves for Europe.
O. S. K. steamer Maidzuru Maru leaves for Anping, Swatow and Amoy.

9 p.m.—Concurrence in aid of the Hongkong Mission to Seamen in the Hon. G. P. Chater's bungalow, at Kowloon.

3 p.m.—D. S. S. & Co.'s steamer Catherine Apcar leaves for Singapore, Penang and Calcutta.

SHIPPING GAZETTE.

In future the *Telegraph* shipping form supplied to Captains of vessels will contain a heading for notices of officers and engineers transferred or on leave, etc. Friends will much oblige by giving this information—
August 30th.

Captain W. Passmore, has taken over the command of the *Haimun*.
Mr. Walters has joined the *Haimun* as 3rd engineer.

September 11th.

The officers of the *Flandria* (Capt. F. Eichbaum) are—chief officer W. Schaake, and E. Lehmann, chief engineer M. Biese, and C. Petersen, 3rd H. Brandt, assistant engineer, H. Dittmann.

September 20th.

Mr. D. Bowie is acting 2nd officer of the *Haitan* vice Mr. Short on leave.
Mr. Attwood has joined the same ship as 3rd officer.

September 23rd.

The officers of the s.s. *Diananta* (Capt. Ratenbury) are—chief officer A. J. Motley, and A. Fraser, 3rd F. M. Turner, chief engineer J. Hill, and J. Potts, 3rd D. Wilson, doctor S. Castro.

October 10th.

The officers of the s.s. *Catharine Apcar* are—Capt. S. H. Nelson, chief officer A. Buchanan, 2nd officer A. Gillan, 3rd officer R. W. Taylor, Purser W. J. Edwards, chief engineer P. S. Lawrie, and engineer T. T. Barrie, 3rd engineer W. Park, 4th engineer W. Mark.

The officers of the s.s. *Yuen Sang* are—Capt. P. H. Rolfe, chief officer C. E. Meillon, and officer H. Herbert, 3rd officer R. L. Shreffell.

October 14th.

Captain Parsons of the s.s. *Peninsula* 1st mate J. C. Keckbaum, Lieut. R. N. R. and mate J. H. Galtrey, 3rd mate N. de Courcy Hardwick, 4th mate J. Wilkinson.

Very fine all the voyage, 1st engineer A. Shaw, 2nd engineer F. Spotswood, 3rd engineer R. Rimmer, 4th engineer P. Christie, 5th engineer F. McColgan.

SHIPPING AND MAIL NEWS.

MAILS DUE.
German (*Kiautschou*) to-morrow.
American (*Doric*) 18th inst.
Indian (*Suisang*) 18th inst.
French (*Annam*) 21st inst.
Australian (*Guthrie*) 22nd inst.
American (*Nippon Maru*) 25th inst.
Canadian (*Empress of India*) 29th inst.
American (*Peru*) 3rd prox.

The Silk ex N. P. S. Co.'s steamer *Braemar* arrived at New York on the 9th inst.

The P. & O. S. N. Co.'s steamer *Japan* left Singapore for this port on the 12th inst at 5 p.m.

The Austrian Lloyd's S. N. Co.'s steamer *Marquis Baquhem* left Singapore for this port on the 12th inst.

The J. M. & Co.'s steamer *Suisang* from Calcutta and The Straits left Singapore for this port on the 11th inst, at 4 p.m.

The M. M. Co.'s steamer *Annam* with the next French Mail, will leave Singapore to-day at 2 p.m. for this port via Saigon.

The Imperial German Mail steamer *Hamburg* left Shanghai on Saturday a.m., and may be expected here on or about this afternoon.

The Canadian Pacific Railway Co.'s steamer *Tartar* arrived at Yokohama on the 12th inst., and left for Kobe at daylight on the 13th inst.

The H. A. L. steamer *Marburg* from Hamburg, left Singapore for this port to-day and may be expected here on or about the 18th inst.

The N. Y. K. Co.'s steamer *Kanaga Maru* (Australian Line) left Manila for this port on the 13th inst. a.m., and is expected to arrive here on the 15th inst.

The N. Y. K. Co.'s steamer *Tosa Maru* (American Line) left Kobe via Shanghai for this port on the 12th inst. p.m., and is expected to arrive here on the 19th inst.

The C. M. S. N. Co.'s steamer *Hyson* from Seattle left Shimoda for this port on the 12th inst., and may be expected here on or about the afternoon of the 16th inst.

HONGKONG AND WHAMPOA DOCK RETURNS.

Cebu

Taichow

H.M.S. *Argonaut*

Elcano

Canton River

Outward—10th September—*Adana, Cholmon, Pembroke, 13th September—Armand, Behic, Neckar, 17th September—Elrickdale, Forer, Mercur, 20th September—Feronia, Marburg, Japan, Rhipcus, Hanyang, 24th September—Queen Christina, Ercherzog, Franz Ferdinand, Kiautschou, 27th September—Annam, Hilda, Maru, Huchuan, Merionethshire, Argyl, Sophie, Rickmers, 1st October—Adana, Pramehus, Zafiro, 4th October—Borneo, Ernest, Simons, Sweden, 8th October—Bayern, Oepack, Oro, Heathburn, 11th October—Achilles, Wakasa Maru, Afridi.*

Homeward—24th September—*Kawachi Maru, 27th September—Agara, Patroclus, 1st October—Princess Irene, 8th October—Bingo Maru, Stentor, Yarra, 11th October—Attila, Kawachi Maru, 14th October—Peleus, 8th October—Patroclus, 11th October—Princess Irene.*

ARRIVALS AT HOME—24th September—*Necar, Konig Albert, 27th September—Oceanic, 1st October—Attila, Kawachi Maru, 4th October—Peleus, 8th October—Patroclus, 11th October—Princess Irene.*

VISITORS AT THE HONGKONG HOTEL.

Anderson, Mr. W. H. King, Major H. S.

Andrew, Mr. D. A. Kraemer, Mr. E. L.

Angus, Mrs. Krywoszewski, Mr. I.

Arnold, Mr. H. Lazarus, Mr. N.

Arte, Mr. M. Lewandowski, Mr.

Bailey, Mr. W. S. Lindsay, Miss L. L.

Barlow, Mr. H. J. Littleale, R.E., Major

Barlow, Mr. F. C. R. P.

Barlett, Major Macdonald, Mr. D.

Bell, Mr. J. T. Mackie, Mr. Gordon

Benger, Dr. J. MacLeod, Mr. & Mrs.

Bickie, Mr. C. J. F.

Bindlas, Mr. A. Marlow, Mr.

Black, Mr. J. McLellan, Mr. and

Bonner, Mr. A. Mrs. E. E.

Brerault, Mr. E. Michael, Mr. S. J.

Brown, R.E., Major W. B. Milton, Mr. and Mrs.

B. Nagata, Mr. J.

Bussatow, Mr. Ogden, Mr. and Mrs.

Buttanshaw, Major F. L.

Cameron, Mr. D. H. Purfitt, Mr. W.

Clark, Dr. Pearce, Dr. W. W.

Clark, Mr. J. D. Pirry, Mr. S. D.

Cole, Mr. G. E. Pirry, Mr. C.

Colson, Mr. J. S. Picher, Mr. A. J.

Denrore, Mr. P. C. Price, Mr. H.

Discombe, Mr. G. M. Radcliffe, R.E., Capt.

Dorehill, R.A., Major Rado, Mr. L.

Dunsford, Capt. & Mrs. Reid, Dr. L. R.

and child Reid, Mr. A.

Dyson, Major P. S. Rixon, Miss

Edwards, Mr. F. W. Robertson, Mr. W. R.

Fernald, Mr. and Mrs. Robinson, Mr. W. V.

Field, Mr. A. G. Schouw, Mr. C.

Fischer, Mr. Sergeant, Mr. P. W.

Gibson, Mr. Kennedy Sherring, Mr. and Mrs.

Gillespie, Mr. L. L. and maid

Glover, Mr. C. Simpson, Mr. A. E.

Grant, Mr. John Siva, Mr. T. J.

Guerford, Mr. I. P. Smith, Mr. T. J.

Hall, Mr. J. H. Smithers, Mr. R. G.

Hall, Mr. Wesley Smithers, Mr. R. G.

Hamilton, Mrs. Sweeney, Mr. E. A.

Hanson, Mr. B. E. Taylor, Mr. D. G.

Hawkins, Mr. J. A. Thomas, Mr. J. B.

Hedford, Mr. R. G. Thomas, Mr. and Mrs.

Howard, Mr. Thos. Thomson, Dr. and Mrs.

Howkins, Mr. and Mrs. J. C. and child

H. L. Tibbey, Mr. H. M.

Hughes, Mr. W. K. Valentine, Mr. A.

Huke, Mr. A. N. Wakeman, Mr. G. H.

Innes, Capt. Watts, Mr. and Mrs.

Irving, Mr. E. A. Frank W.

Johnson, Mr. R. C. K. Whitley, Mr. W. J. G.

Johnson, Mr. and Mrs. Whitton, Mrs.

Joseph, Mr. and Mrs. Wild, Lieut. and Mrs.

E. S. Bagnall

Kauch, Mr. E. A. Woolen, Mr. J. J.

Kiene, Mr. and Mrs. F.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Baulton, Mr. J. F. Martin, Mr. R.

Beattie, Mr. James Marchedant, Mrs. &

Bowman, Mr. J. W. C. Miss

Brown, R.E., Col. L. F. Marle, Mr. Hugo

Brayne, Mr. H. F. R. May, Mr. A. J.

Bresse, Mr. C. McDermott, Mr. A. P.

Carrington, Sir John Miller, Mr. and Mrs.

Carrington, Miss Mumford, Mr. and Mrs.

Collard, Col. A. W. and children

Connell, Mr. and Mrs. Newell, Mr. S. H.

J. L. O. Quisthoff, Mr. R. M.

Crookenden, Col. Pitt, Mr. John, R.N.

Davies, Mr. W. Pollock, Hon. H. E.

Dixon, Mr. W. B. Pryane, Capt. & Mrs.

Dixon, Mr. F. H. Quisthoff, Mr. M.

Ezekiel, Mr. J. S. Rumsey, R.N., Hon.

Forbes, Mr. Andrew R. Murray

Gaffney, Mr. Andrew Sawyer, Mrs.

Graham, Mr. D. M. Sinclair, Mr. A.

Hamilton, Major Stokes, Mr. A. G.

Harvey, Mr. E. G. Thomson, Mr. J. S.

Houston, Mr. J. von Wheeler, Mr. W. H.

Inglis, Mr. and Mrs. Wilson, Mr. W. and

W. F. and children child

Jameson, Mr. Phillips Wright, Mr. and Mrs.

Jeffries, Mr. H. N. H. Taylor

Lee, Mr. J. E.

CRAIGIEBURN.

Bells, Mr. H. Grimble, Mr. & Mrs. G.

Brown, Mr. and Mrs. Heemskerk, Mr. J. J. B.

H. Matheson Helms, Mr. W.

Bruce, Mr. and Mrs. W. Langlands, A.O.D.

Crouch, Mr. J. W. Capt. and Mrs. P.

Edwards, Mr. G. H. Pye, Mr. E. Burns

Georg, Mr. and Mrs. C. Surplice, Mr. and Mrs.

Hamilton, Major, and F. R. C.

Mrs. Claude

KOWLOON HOTEL.

Fernandez, Mr. & Mrs. Holden, Capt. H. N.

J. B. Monrow, Miss

Groves, Capt. and Mrs. Murgrove, Mrs.

Riegen, Mr. V.

Holder, Mr. Geo. H. Robson, Capt.

THE SHARE MARKET.

LATEST QUOTATIONS.

(OCTOBER 14th.)

COMPANIES.	PAID UP VALUE.	LATEST QUOTATION.
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Banks.

Hongkong and Shanghai Banking Corporation	\$ 125	\$620 sellers
The Bank of China and Japan, Limited—(Preference)	\$ 5	nominal
The Bank of China and Japan, Limited—(Ordinary)	\$ 4	\$6.15
The Bank of China and Japan, Limited—(Deferred)	\$ 1	\$28 sellers
National Bank of China, Limited	\$ 8	\$15 sellers
Do.	\$ 1	

Marine Insurance.

Union Insurance Society of Canton, Limited	\$ 50	\$324 ex div. buyers
China Traders' Insurance Company, Limited	\$ 25	\$60 sellers
North China Insurance Company, Limited	\$ 25	Tails 195
Yangtze Insurance Association, Limited	\$ 60	\$122
Canton Insurance Office, Limited	\$ 50	\$168 sales
Straits Insurance Company, Limited	\$ 20	nominal

Fire Insurance.

Hongkong Fire Insurance Company, Limited	\$ 50	\$350 buyers
China Fire Insurance Company, Limited	\$ 20	\$84 buyers

Shipping.

Hongkong, Canton, and Macao Steamboat Company, Limited	\$ 15	\$344 sellers
Indo-China Steam Navigation Company, Limited	\$ 10	\$147 sellers
China and Manila Steamship Company, Limited	\$ 50	\$60 sellers
Douglas Steamship Company, Limited	\$ 50	\$47
China Mutual Steam Navigation Company, Limited—(Preference)	\$ 10	\$10 buyers
China Mutual Steam Navigation Company, Limited—(Ordinary)	\$ 5	\$5 sellers
China Mutual Steam Navigation Company, Limited—(Ordinary Bonus)	\$ 7.10	\$7.10 sellers
Star Ferry Company, Limited	\$ 10	\$24 buyers
"Shell" Transport and Trading Company, Limited	\$ 1	\$94 sellers
	\$ 1	\$2.10 sellers

Refineries.

China Sugar Refining Company, Limited	\$ 100	\$150
Luzon Sugar Refining Company, Limited	\$ 100	\$30 sellers

Mining.

Punjom Mining Company, Limited	\$ 9	\$44 sellers
Punjom Mining Preference Shares	\$ 1	\$1.25
Société Française des Charbonnages du Tonkin	Francs 250	\$35
Queen Mines, Limited	Cents 25	4 cents
Jebleu Mining and Trading Company, Limited	\$ 188.10	\$14 buyers
Raub-Alian Gold Mining Company, Limited	\$ 5	\$14
Olivers Freehold Mines, Limited	\$ 5	nominal
Olivers Freehold Mines, Limited	\$ 5	nominal

Docks, Wharves and Godowns.

Hongkong and Whampoa Dock Company, Limited	\$ 50	\$290 sellers
Hongkong and Kowloon Wharf and Godown Company, Limited	\$ 50	\$98 sellers
Wanchai Warehouse and Storage Company, Limited	\$ 37	nominal
New Amoy Dock Company, Limited	\$ 64	\$25 buyers

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Company, Limited	\$ 10	\$9.75 sellers
Hongkong Land Investment and Agency Company, Limited	\$ 100	\$195 sellers
Kowloon Land and Building Company, Limited	\$ 30	\$34
West Point Building Company, Limited	\$ 30	\$58 buyers
Hongkong Hotel Company, Limited	\$ 50	\$133 sales
Oriente Hotel Company, Limited	\$ 50	\$55
Humphrey's Estate and Finance Company, Limited	\$ 10	\$134 sellers

Cotton Mills.

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.....	\$	10	\$124 buyers
Ewo Cotton Spinning and Weaving Company, Limited	Tsels	100	Tsels 41 buyers
International Cotton Manufacturing Company, Limited	Tsels	100	Tsels 35 buyers
Lao-kung-mow Cotton Spinning and Weaving Company, Limited	Tsels	100	Tsels 42 1/2
Soy Chee Cotton Spinning Company, Limited	Tsels	500	Tsels 260
Yeh-loong Cotton Spinning Company, Limited	Tsels	300	Tsels 11

Post Office.

A Mail to Close:—

For Canton—Per *Hinko*, to-morrow, the 15th instant, at 7.30 A.M.
 For Hongkong, Singapore and Bangkok—Per *P. C. Kiao*, to-morrow, the 15th inst., at 9 A.M.
 For Moji, Kobe, Yokohama, Victoria, (B.C.) and Tacoma—Per *Victoria*, to-morrow, the 15th instant, at 11 A.M.
 For Chinkiang and Hankow—Per *Dagmar*, to-morrow, the 15th instant, at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 15th instant, at 1.15 P.M.
 For Singapore—Per *Pyrrhus*, to-morrow, the 15th instant, at 3 P.M.
 For Swatow, Amoy and Anping—Per *Maiduru Maru*, to-morrow, the 15th inst., at 5 P.M.
 For Canton—Per *Powung*, to-morrow, the 15th instant, at 5 P.M.
 For Swatow—Per *Thales*, to-morrow, the 15th instant, at 5 P.M.
 For Moji, Kobe, Yokohama and Portland, (Or.)—Per *Indrapura*, on Wednesday, the 16th instant, at 9 A.M.
 For Europe, via India, via Taitacan—Per *Hamburg*, on Wednesday, the 16th instant, at 11 A.M.
 For Singapore, Penang and Calcutta—Per *Catherine*, on Wednesday, the 16th instant, at 2 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco—Per *China*, on Friday, the 18th inst., at 5 P.M.
 For Singapore—Per *Canton*, on Saturday, the 19th instant, at 11 A.M.
 For Tientsin—Per *Pukhoi*, on Saturday, the 19th instant, at 4 P.M.

For KMAS and NEW YEAR PARCELS—(via Gibraltar) Parcels for the United Kingdom, posted before 3 p.m. on Friday, the 8th November, are due in London about the 13th November, and those posted before 3 p.m. on Friday, the 22nd November, are due in London about the 27th November.

The following postage will be collected:—
 For a parcel not exceeding 3 lbs in weight \$0.50
 7 lbs " " 1.00
 11 lbs " " 1.50

With an additional 50 cents, parcels may be sent *via* Brindisi, and if posted before 3 p.m. on Friday, the 22nd November, are due in London about the 1st December, and those posted before 3 p.m. on Friday, the 6th December, are due in London about the 4th January. All parcels containing jewellery, or any article of Gold or Silver must be insured, and all insured parcels must be sealed, the seals must bear the impression of a private mark. Senders of parcels are requested to post them a few days in advance.

EXCHANGE.

Hongkong, 14th October.
 ON LONDON, Telegraphic Transfer 1/11
 Bank bills, on demand 1/11 1/16
 Credits, 4 months' sight 1/11 7/16
 Debits, 4 months' sight 1/11 9/16
 ON BERLIN, Bank bills, on demand 1/11 9/16
 Credits, 4 months' sight 2/45
 ON NEW YORK, Bank bills, on demand 46 1/2
 Credits, 30 days' sight 47 1/2
 ON HONOLULU, Telegraphic Transfer 143 1/2
 On demand 144
 ON SHANGHAI, Telegraphic Transfer 73 1/2
 Private 30 days' sight 75
 ON YOKOHAMA, T.T. 6 1/2 prem.
 Sovereigns, Bank's Buying Rate \$10.36
 Gold, 100 touch, per tael \$35.55
 Bar Silver \$32.52
 Dollars nom.

OPIUM QUOTATIONS.

Hongkong, 14th October.
 To-day's quotations are as follows:—
 BENGAL—New Patna @ \$91 1/2
 New Benares @ 90
 Old Benares @ 90 1/2 nom.
 Old Patna @ 90 1/2
 Per picul.
 MALWA—This year's new @ \$80
 Last year's old @ 90
 2 1/2 years' old @ 90
 3 1/2 years' old @ 90
 4 1/2 years' old @ 90
 PERSIAN—Fine quality @ 77 1/2

RIVER STEAMERS, SCHOONERS, AND LOCHS.

Fatshan, British steamer, 1,425, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, & Macao Steamboat Co.
Powai, British steamer, 1,873, A. N. Patrick, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain Chi Wo & Co.
Tai-on, British steamer, 728, J. Lawrence, Tai-On Steamship Co.
Pak Kong, British steamer, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.

Hongkong and Macao.

Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.

Macao and Canton.

Lungshan, British steamer, 1,41, G. F. Morrison, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Kiangtung, Chinese steamer, 583, R. J. MacKenzie, China Merchant Steam Navigation Co.

Canton and West River.

Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saiman, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

VESSELS IN PORT.

Steamers.
BAKAN MARU, Japanese steamer, 820, F. Kawamoto, 24th Sept.—Japan 17th Sept. Ballast—Japanese.
BYGDO, Norwegian steamer, 771, T. Carlsen, 9th Oct.—Hong Kong 5th Oct. Coal—Sander, Wieler & Co.
CATHERINE APCAR, British steamer, 1,730, S. H. Belsey, 10th Oct.—Calcutta 21st Sept. Penang and Singapore 4th Oct. General—David Shasson, Sons & Co.
CHINA, American steamer, 3,187, W. B. Seabury, 10th Oct.—San Francisco 12th Sept. and Shanghai 8th Oct. Mails and General—P. M. S. S. Co.
ELCANO, American steamer, 501, R. de Alhenage, 3rd Sept.—Manila 31st August. Ballast—Brandao & Co.
EMPEROR OF CHINA, British steamer, 3,503, R. Archibald, R.N.R., 14th Oct.—Yokohama, (B.C.) 9th Sept. and Shanghai 20th Mails and General—C. P. R. Co.

FUSHUN, British steamer, 1,500, W. H. Lunt, 12th Oct.—Shanghai 9th Oct. General—C. M. S. N. Co.
HAPPE, British steamer, 1,123, J. S. Ronch, 12th Oct.—Fochow 9th Oct. Amoy 10th, and Swatow 11th, General—Douglas, Lapnik & Co.
HOLSTEIN, German steamer, 1,186, H. Ipland, 2nd Oct.—Saigon 27th Sept. Rice—Jensen & Co.
INDRAPURA, British steamer, 3,152, A. E. Hollingsworth, 29th Sept.—Portland, Or. 30th Aug. General—Shewan, Tomes & Co.
KAGOSHIMA MARU, Japanese steamer, 2,731, R. Kori, 10th Oct.—Moji 4th Oct. Coal—Nippon Yusen Kaisha.
KATE, Austrian steamer, 1,341, A. Vidossich, 7th Oct.—Moji 1st Oct. Coal—Order.
KINSHU MARU, Japanese steamer, 2,449, F. S. Pyne, 11th Oct.—Bombay 28th Sept. General—Nippon Yusen Kaisha.
LOONGMOON, German steamer, 1,245, R. Schuldt, 11th Oct.—Shanghai 8th Oct. General—Siemssen & Co.
MACDUFF, British steamer, 1,882, R. Clegg, 11th Oct.—Moji 5th Oct. Coal—Dodwell & Co., Ltd.
MAIDZURU MARU, Japanese steamer, 667, T. Saito, 12th Oct.—Anping 9th Oct. General—Mitsui Bussan Kaisha.
ON SANG, British steamer, 1,350, Davis, 11th Oct.—Java 2nd Oct. Sugar—Jardine, Matheson & Co.
PASHIAN, British steamer, 1,235, F. E. Ferris, 10th Oct.—Saigon 27th Sept. Rice and Flour—Bradley & Co.
PHKA CHOM KLAO, German steamer, 1,012, Giercken, 9th Oct.—Bangkok 2nd Oct. Rice and Meal—Melchers & Co.
PROTECTOR, Norwegian steamer, 1,669, Thorstein, 8th Oct.—Moji 1st Oct. Coals—E. A. Trading Co.
SANDAKAN, German steamer, 1,374, Brandstetter, 7th Oct.—Sandakan 2nd October. Timber—Melchers & Co.
SISHAN, British steamer, 845, H. N. Holton, 8th Oct.—Saigon 4th Oct. Rice and General—Bradley & Co.
TAICHOW, German steamer, 363, W. Reher, 4th Oct.—Bangkok 27th Sept. General—Butterfield & Swire.
TRIGONIA, British steamer, 1,069, Powell, 20th Aug.—Shanghai 16th Aug. Kerosine—Arnold, Karberg & Co.
VICTORIA, American steamer, 2,112, J. Panton, 1st Aug.—Tacoma, U.S.A. 4th July. General—Dodwell & Co., Ltd.
ZWEEN, British steamer, 1,115, Nesbitt, 8th Oct.—Saigon 4th Oct. Rice—Chinese.

Sailing Vessels.

ALBANIA, British ship, 1,438, W. L. Brownell, 26th Sept.—Manila 4th Sept. Ballast—Master.
CELESTE BURRILL, British ship, 1,764, C. A. Trefry, 29th May.—Manila 9th May. Ballast—Order.
HLEN H. WYMAN, American ship, 1,664, D. A. Vanhorn, 10th Sept.—Cheloo 28th Aug. Ballast—Arnold, Karberg & Co.
HERZOG JOHANN ALBRECHT, German schooner, 701, Andersen, 10th October. Manila 6th Oct. General—Master.
KENTHRE, British ship, 2,347, Bandy, 19th Sept.—New York 5th May. Oil—Standard Oil Co.
LUCIA, British ship, 640, Andersen, 2nd Oct.—Rajang 6th Sept. Timber—Master.
MANUEL LAGUNA, American ship, 1,650, Nichols, 29th June.—New York 3rd Mar. Kerosine Oil—Standard Oil Co.
SEA WICH, American ship, 1,172, Howes, 21st Feb.—Manila 18th Feb. Ballast—Master.
STATE OF MAINE, American ship, 1,467, Colcord, 8th Sept.—New York 4th May. Kerosine—Standard Oil Co.
W. H. CONNER, American ship, 1,614, Colcord, 26th Sept.—Manila 10th Sept. Ballast—Standard Oil Co.

HIS BRITANNIC MAJESTY'S SHIPS ON THE CHINA STATION.

Hongkong, October 14th, 1901.
Alacrity, despatch-vessel, 1,700 tons, 10 guns, 3,000 h.p., Comdr. S. E. Easlake, 15,500 h.p. Comdr. S. E. Easlake, 15,500 h.p.
Albion, 1st-class battleship, 12,950 tons, 13 guns, 15,000 h.p., Capt. W. W. Hewitt, 15,000 h.p.
Algerine, sloop, 1,050 tons, 6 guns, 1,100 h.p., Comdr. W. Carey, Shanghai.
Archelus, 2nd-class cruiser, 4,300 tons, 10 guns, 5,000 h.p., Capt. J. Starlin, Hongkong.
Argonaut, 1st-class cruiser, 11,000 tons, 16,500 h.p., 16 guns, Capt. G. H. Cherry, R.N., Hongkong.
Astron, 2nd-class cruiser, 4,300 tons, 7,000 h.p., 10 guns, Capt. C. J. Baker, Amoy.
Aurora, 1st-class cruiser, 5,600 tons, 8,500 h.p., 12 guns, Capt. E. H. Bayly, C.B., Wei-hai-wei.
Barfleur, 1st-class battleship, 13,000 tons, 14 guns, 13,163 h.p., Captain Sir G. J. S. Warrender, Bari, Nagasaki.
Blenheim, 1st-class cruiser, 9,000 tons, 12 guns, 21,471 h.p., Capt. Henderson, C.M.G., Taku.
Brantley, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut. and Comdr. F. M. Leake, Wulu.
Brisk, 3rd-class cruiser, 1,700 tons, 6 guns, 5,000 h.p., Commander Sir Bourchier Wrey, Bart, Singapore.
Britomart, 1st-class gunboat, 710 tons, 1,300 h.p., 6 guns, Lieut.-Comdr. E. A. Baird, Taku.
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p., Capt. Wm. C. Pakenham, Wei-hai-wei.
Dido, 2nd-class cruiser, 5,600 tons, 11 guns, 9,000 h.p., Capt. Tillard, Shanghai.
Edith, 1st-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. Stokes, Amoy.
Endymion, 1st-class cruiser, 7,350 tons, 12,000 h.p., 12 guns, Capt. A. W. Paget, C.M.G., Taku.
Esk, coast defence gunboat, 353 tons, 3 guns, 200 h.p., Lieut.-Comdr. F. Blunt, Chinkiang.
Fame, twin screw, torpedo-boat destroyer, 360 tons, 6 guns, 5,400 h.p., in reserve.
Firebrand, 3rd-class gunboat, 455 tons, 4 guns, 360 h.p., Lt. and Beaty Pownall, Hongkong.
Glory, 1st-class battleship, 12,500 tons, 16 guns, 13,500 h.p., Capt. Carter, Wei-hai-wei.
Goliath, 1st-class battleship, 12,950 tons, 16 guns, 13,500 h.p., Capt. L. Wint, Shanghai.
Hari, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., in reserve.
Handy, twin screw, torpedo-boat destroyer, 260 tons, 6 guns, 4,000 h.p., Lieut. and Comdr. G. C. Hardy.
Hummer, storeship, 1,640 tons, 800 h.p., Com. H. J. Davison, Shanghai.
Isis, 2nd-class cruiser, 5,600 tons, 11 guns, 9,600 h.p., Capt. Charles Windham, M.V.O., Hongkong.
Janus, torpedo-boat destroyer, 280 tons, 6 guns, 3,900 h.p., in reserve.
Ocean, 1st-class battleship, 12,950 tons, 13,500 h.p., 16 guns, Capt. Arthur J. Renniker, Hngham, Hongkong.
Orlando, 1st-class cruiser, 5,600 tons, 12 guns, 8,500 h.p., Capt. J. H. Burke, C.B., Shanghai.
Other, torpedo-boat destroyer, 350 tons, 6 guns, 6,300 h.p., Lieut. and Com. C. P. Mansel, Taku.
Phaon, sloop, 1,000 tons, 6 guns, 4,400 h.p., Comdr. J. H. Nieldon, Canton.

Pigmy, 1st-class gunboat, 755 tons, 6 guns, 1,200 h.p., Lt. and Comdr. Oldham, Chinkiang.
Pique, (twin screw, 2nd-class cruiser, 3,600 tons, 8 guns, 7,000 h.p., Capt. H. C. Reynolds, Shanghai.
Plowey, 1st-class gunboat, 453 tons, 6 guns, 1,200 h.p., Lieut.-Comdr. C. V. de M. Cowper, Shanghai.
Rambler, surveying-ship, 583 tons, 650 h.p., Capt. Morris H. Smyth, Hongkong.
Redpoll, 1st-class gunboat, 855 tons, 6 guns, 1,200 h.p., Lieut.-Com. C. F. Corbett, Shanghai.
Robin, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut.-Comdr. G. Webster, West River.
Rosario, sloop, 680 tons, 6 guns, 1,000 h.p., Comdr. A. W. Hamilton, en route Wei-hai-wei.
Sandpiper, British river-gunboat, 85 tons, 2 guns, 240 h.p., Lt.-Comdr. Carr, West River.
Snipe, river-gunboat, 85 tons, 2 guns, 240 h.p., Lieut. and Commander Dalgety, Yangtze.
Swift, 2nd-class gunboat, 750 tons, 6 guns, 870 h.p., in reserve Hongkong.
Taku, torpedo-boat destroyer, 250 tons, in reserve Hongkong.
Talbot, 2nd-class cruiser, 5,600 tons, 11 guns, 8,000 h.p., Capt. F. G. Stophord, Wei-hai-wei.
Tamar, receiving ship, 4,600 tons, Commodore Powell, C.B., Hongkong.
Terrible, 1st-class battleship, 14,200 tons, 30 guns, 25,000 h.p., Capt. Percy Scott, C.B., Wei-hai-wei.
Tweed, coast defence gunboat, 363 tons, 3 guns, 200 h.p., in Reserve Hongkong.
Waterwitch, surveying-ship, 620 tons, 450 h.p., Lieut.-Comdr. Lyne, Shanghai.
Whiting, twin screw, torpedo-boat destroyer, 601 tons, 6 guns, 6,000 h.p., Lt.-Comdr. Mackenzie, D.S.O., Wei-hai-wei.
Wierum, coast defence ship, 2,750 tons, 4 guns, 1,000 h.p., Hongkong.
Woodcock, river-gunboat, 70 tons, 2 guns, 550 h.p., Lieut.-Comdr. Watson, Kiangning.
Woodlark, river-gunboat, 150 tons, 2 guns, 550 h.p., Lieut.-Comdr. H. E. Hillman, Yangtze.
 Torpedo-boats in Reserve Nos. 8 and 20, 35, 36, 37 and 38, first-class; and 3 second-class boats.

Miscellaneous.

Aspern, Austrian gunboat, 976 tons, Capt. W. Weber, Shanghai.
Holland, Dutch cruiser, 8 guns, 3,900 tons, 9,250 h.p., Capt. S. N. Sybrandt, Swatow.
Kaiserin Elisabeth, Austrian cruiser, 8 guns, 4,400 tons, 9,000 h.p., Capt. Wilber, Singapore.
Koningin Wilhelmina der Nederlanden, Dutch cruiser, 8 guns, 4,600 tons, 5,900 h.p., Capt. J. P. Kossun, Swatow.
Leopard, Austrian cruiser, 1,600 tons, Captain Müller, Saigon.
Liberal, Portuguese gunboat, 558 tons, Comdr. José da Cunha Lima, Macao.
Maria Theresa, Austrian cruiser, 10 guns, 5,900 tons, 9,755 h.p., Capt. V. Bless Ritter v. Sambuch, Shanghai.
Piet Hein, Dutch cruiser, 5 guns, 3,600 tons, 4,730 h.p., Capt. Jensen, Taku.
Zaire, Portuguese gunboat, 600 tons, Captain Mello, Hongkong.
Zenta, Austrian cruiser, 2,200 tons, Captain Runsti, Singapore.

FOREIGN MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

The Russian Squadron.
Admiral Korniloff, Russian armoured cruiser, 5,000 tons, twin screw, 36 guns, 9,500 h.p., Captain Jakovlev, at Nagasaki.
Admiral Nakhimoff, Russian armoured cruiser, 28 guns, 9,000 tons, 8,000 h.p., Capt. Veroloff, at Tientsin.
Aloua, Russian gunboat, 810 tons, 8 guns, 1,200 h.p., Captain Eliskoff, at Nagasaki.
Bobra, Russian gun-vessel, twin screw, 950 tons, 13 guns, 1,500 h.p., Captain Dobrovolsky, at Taku.
Dimitri Donasky, Russian armoured cruiser, 5,893 tons, twin screw, 34 guns, 7,000 h.p., Comdr. Sharon, at Taku.
Gaidamak, Russian gunboat, 400 tons, twin screw, 18 guns, 3,500 h.p., Capt. Serabrennikoff, at Taku.
Gremiatichy, Russian armoured cruiser, 1,492 tons, twin screw, 12 guns, 2,000 h.p., Capt. Miklashevsky, at Shanghai.
Koreyette, Russian cruiser, 1,200 tons, 9 guns, 2,150 h.p., Capt. Silmann, at Taku.
Mandjour, Russian cruiser, 1,215 tons, twin screw, 14 guns, 1,500 h.p., Capt. Yakevoff, at Nagasaki.
Navarin, Russian battleship, 10,000 tons, 10 guns, 9,000 h.p., Capt. Yenish, at Nagasaki.
Nayevichy, Russian cruiser, 1,334 tons, 14 guns, 2,800 h.p., Capt. Zenne, at Nagasaki.
Obyedynny, Russian armoured cruiser, 1,490 tons, twin screw, 12 guns, 2,800 h.p., Captain Copriano, at Shanghai.
Petrofaplovich, Russian battleship, 12,000 tons, Capt. Grevais, at Nagasaki.
Poltava, Russian battleship, 10,960 tons, 11,255 h.p., 16 guns, Capt. Orgeroff, at Nagasaki.
Rosita, Russian armoured cruiser, 12,200 tons, 22 guns, 14,500 h.p., Capt. Domojiroff, at Nagasaki.
Roubaynik, Russian cruiser, 1,330 tons, 1,786 h.p., 11 guns, Capt. Komaroff, at Singapore.
Rurik, Russian flagship, 10,940 tons, armoured, twin screw, 1st class, 48 guns, 13,500 h.p., Capt. Haupt, at Port Arthur.
Sevastopol, Russian battleship, 10,900 tons, 13,600 h.p., 16 guns, Capt. Melusky, at Nagasaki.
Silad, Russian gunboat, 4 guns, 1,200 h.p., Capt. Baronoff, at Nagasaki.
Sizot Volky, Russian battleship, 10,000 tons, 14 guns, 8,500 h.p., Capt. Molias, at Taku.
Stovitch, Russian gunboat, 950 tons, twin screw, 13 guns, 1,200 h.p., Capt. Soubalin, at Nagasaki.
Sveaborg, 1st class, Russian torpedo boat, 69 tons, 3 guns, 2 torp. tubes 780 h.p., speed 10.7 knots.
Vladimir Monomach, Russian cruiser, 6,000 tons, 16 guns, Prince Ouchomsky, at Port Arthur.
Vostok, Russian torpedo gunboat, 4 guns, 650 h.p., Com. Molchouky, at Nagasaki.
Vsadnik, Russian torpedo boat, 40 tons, 18 guns, twin screw, 1,500 h.p., Capt. Rogulka, at Taku.
Zabata, Russian cruiser, 1,230 tons, 20 guns, 2,000 h.p., Capt. Shkruff, at Nagasaki.

(1st and 2nd class.)
Delphin, Russian torpedo boat, 350 tons, Capt. Novakovsky, at Shanghai.
Fora, Russian torpedo boat, 23 tons, 1 gun, 200 h.p., 16 knots.
Janchichy, Russian torpedo boat, 87 tons, 2 guns, 970 h.p., 19 knots.
Kasanka, Russian torpedo boat, 350 tons, Capt. Mouravieff, at Shanghai.
Kil, Russian torpedo boat, 350 tons, Captain Kiymarsky, at Shanghai.
Nargen, Russian torpedo boat, 85 tons, 4 guns, 1,200 h.p., 22 knots.
Novorossiysk, Russian torpedo boat, 87 tons, 4 guns, 2,000 h.p., 22 knots.
Podaromik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Stik, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Skat, Russian torpedo boat, 350 tons, Captain Smirnov, at Shanghai.

Shorpion, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sochinsk, Russian torpedo boat, 87 tons, 4 guns, 970 h.p., 19 knots.
Son, Russian torpedo boat, 400, Capt. A. Giers, at Shanghai.
Sterlad, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Strauss, Russian torpedo boat, 23 tons, 1 gun, 220 h.p., 16 knots.
Sunguri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.

RUSSIAN TORPEDO FLOTILLA.

(SEA GOING).
Borzo, 1st class, Russian torpedo boat, 81 tons, 3 guns, 2 torp. tubes 1,100 h.p., speed 12 knots.
Revel, 1st class, Russian torpedo boat, 96 tons, 3 guns, 2 torp. tubes 750 h.p., speed 22 knots.
Ussuri, Russian torpedo boat, 140 tons, 4 guns, 1,800 h.p., 22 knots.
 * Flagship of Vice-Admiral Alexieff.
 * Flagship of Rear-Admiral P. Dubosoff.
 * Flagship of Rear-Admiral Rouenoff.

THE GERMAN SQUADRON.

Bussard, German cruiser, 1,600 tons, 8 guns, Comdr. von Basewitz, at Shanghai.
Fürst Bismarck, German flagship, 11,000 tons, 36 guns, Capt. Graf Lottke, at Taku.
Gefion, German cruiser, 4,109 tons, 10 guns, 9,000 h.p., Capt. Rollmann, at Amoy.
Geyer, German cruiser, 1,500 tons, 8 guns, Capt. Baezel, at Shanghai.
Hansa, German cruiser, 6,800 tons, 30 guns, Capt. Paschen, at Woussung.
Hela, German despatch-vessel, 4,000 tons, 12 guns, Capt. Rampold, at Woussung.
Hertha, German cruiser, 6,000 tons, 30 guns, Capt. von Usedom, at Shanghai.
Iliss, German gunboat, 900 tons, 10 guns, Lieut.-Comdr. Schamer, at Canton.
Irene, German cruiser, 4,200 tons, 8 guns, 2,930 h.p., Capt. Stein, at Nagasaki.
Jaguar, German gunboat, 1,000 tons, 10 guns, Capt. Berger, at Fochow.
Kaiserin Augusta, German cruiser, 6,331 tons, 20 guns, 14,000 h.p., Capt. Gulich, at Amoy.
Kurfürst Friedrich Wilhelm, German battleship, 10,100 tons, 40 guns, Capt. von Holtenhoff, at Woussung.
Luchs, German gunboat, 850 tons, 10 guns, Comdr. Schenard, at Shanghai.
Schmid, German cruiser, 1,120 tons, 8 guns, Comdr. Boerner, at Hankow.
Seeadler, German cruiser, 1,600 tons, 8 guns, Comdr. Schack, at Amoy.
Tiger, German gunboat, 900 tons, 10 guns, Comdr. von Mittelstädt, at Shanghai.
Weissenburg, German battleship, 10,100 tons, 40 guns, Capt. Hofmeier, at Amoy.
Warth, German battleship, 10,100 tons, 40 guns, Capt. Borkenhagen, at Taku.
K. F. Wilhelm, German battleship, at Nagasaki.
No. 90, German torpedo-boat, 320 tons, Capt. Hoepfer, at Shanghai.
No. 91, German torpedo-boat, 360 tons, Capt. Lieut. Püllen, at Shanghai.
No. 92, German torpedo-boat, 320 tons, Capt. Flunrich, at Shanghai.
 * Flagship of His Excellency Vice-Admiral Bendenunck.
 * Flagship of Rear-Admiral Geisler.
 * Flagship, Rear-Admiral Kirchhoff.

THE FRENCH SQUADRON.

Alouette, gunboat, 200 tons, Lieut.-Comdr. Belloy, at Nagasaki.
Amiral Charner, 2nd-class cruiser, 4,800 tons, Capt. Bathme, Saigon.
Bengali, 2nd class despatch-boat, Lt.-Comdr. De La Croix de Castries, at Nagasaki.
Bugeaud, 2nd-class cruiser, 4,000 tons, 19 guns, 9,000 h.p., Capt. Delfevre, at Shanghai.
Chasteloup Laubais, 2nd-class cruiser, 4,000 tons, 9,000 h.p., 18 guns, Capt. Espinay St. Luc, at Fochow.
Comet, gunboat, 600 tons, Capt. Loüet, at Canton.
Decider, gunboat, 600 tons, Capt. Maresubette, at Taku.
D'Entrecasteaux, 1st class cruiser, 6,100 tons, 26 guns, 13,500 h.p., Capt. de Marolles, at Taku.
Descartes, 2nd class protected cruiser, 4,000 tons, 36 guns 631 h.p., Captain Saulas, at Shanghai.
Eure, Despatch-transport, Capt. Vallée, at Saigon.
Franck, 3rd class cruiser, 3,900 tons, Capt. Adam, at Hongkong.
Jean Bart, 1st class cruiser, 4,500 tons, 10 guns, 8,000 h.p., Capt. Aubin, at Taku.
Kerstint, 3rd class cruiser, 1,300 tons, 13 guns, 2,200 h.p., Capt. de la Motte du Portail, at Saigon.
Lion, gunboat, 500 tons, 8 guns, 575 h.p., Capt. Frost, at Taku.
Pascal, 2nd-class protected cruiser, 4,000 tons, 36 guns, 9,000 h.p., Capt. M. Motet, at Shanghai.
Six, 3rd-class cruiser, 1,800 tons, Capt. Vincent, at Hongkong.
Surprise, gunboat, 700 tons, 10 guns, 860 h.p., Capt. Momet, at Shanghai.
Ville d'Alger, monitor, 944 tons, Captain Bomesaur, at Hongkong.
Viper, gunboat, 400 tons, Captain G. del Villeneuve, at Fochow.
 * Flagship of Vice-Admiral Courtejoles.

THE AMERICAN SQUADRON.

Albany, U.S. cruiser, 3,500 tons, Comdr. J. E. Craig, at Manila.
Bennington, U.S. gunboat, 1,710 tons, 6 guns, 2,436 h.p., Comdr. C. H. Arnold, at Hongkong.
Brooklyn, Flagship, U.S. cruiser, 9,215 tons, Capt. C. M. Thomas, Shanghai.
Callao, U.S. gunboat, 137 tons, 1 gun, 55 h.p., Lieut.-Com. G. B. Bradshaw, at Manila.
Castine, U.S. gunboat, 1,330 tons, 8 guns, 2,199 h.p., Comdr. S. W. Verry, at Shanghai.
Cette, U.S. supply-ship, 6,428 tons, 1,890 h.p., Comdr. C. T. Forde, at Manila.
Concord, U.S. gunboat, 1,700 tons, 6 guns, 3,405 h.p., Comdr. H. G. D. Colby, at Manila.
Culgea, U.S. supply-ship, 7,000 tons, 2,350 h.p., Comdr. J. W. Carlin, at Manila.
Don Juan de Austria, U.S. gunboat, 1,200 tons, Capt. Bowman, at Hongkong.
Glacier, U.S. supply-ship, Lieut.-Comdr. A. Metz, at Manila.
Helena, U.S. gunboat, 1,397 tons, 8 guns, 1,998 h.p., Comdr. E. K. Moore, at Manila.
Iris, U.S. distilling-ship, 1,750 tons, 1,300 h.p., Capt. J. J. Meany, at Manila.
Isla de Luzon, U.S. gunboat, 1,330, Comdr. J. V. B. Bleeker, at Manila.
Kentucky, U.S. battleship, 11,500 tons, Capt. Chester, at Manila.
Manila, U.S. gunboat, 1,657 tons, 2 guns, 750 h.p., Lieut.-Comdr. A. F. Nagro, at Manila.
Maritima, U.S. gunboat, 1,000 tons, 1,500 h.p., 12 guns, Comdr. E. H. Green, at Canton.
Monadnock, U.S. double-turret monitor, 4,000 tons, 6 guns, 3,000 h.p., Comdr. A. B. Spoyers, at Hongkong.
Monocacy, U.S. gunboat, 1,370 tons, 6 guns, 850 h.p., Com. G. A. Hicknell, at Taku.
Montevideo, U.S. double-turret monitor, 4,000 tons, 4 guns, 5,244 h.p., Comdr. G. W. Pigman, en route Shanghai.
Nashville, U.S.